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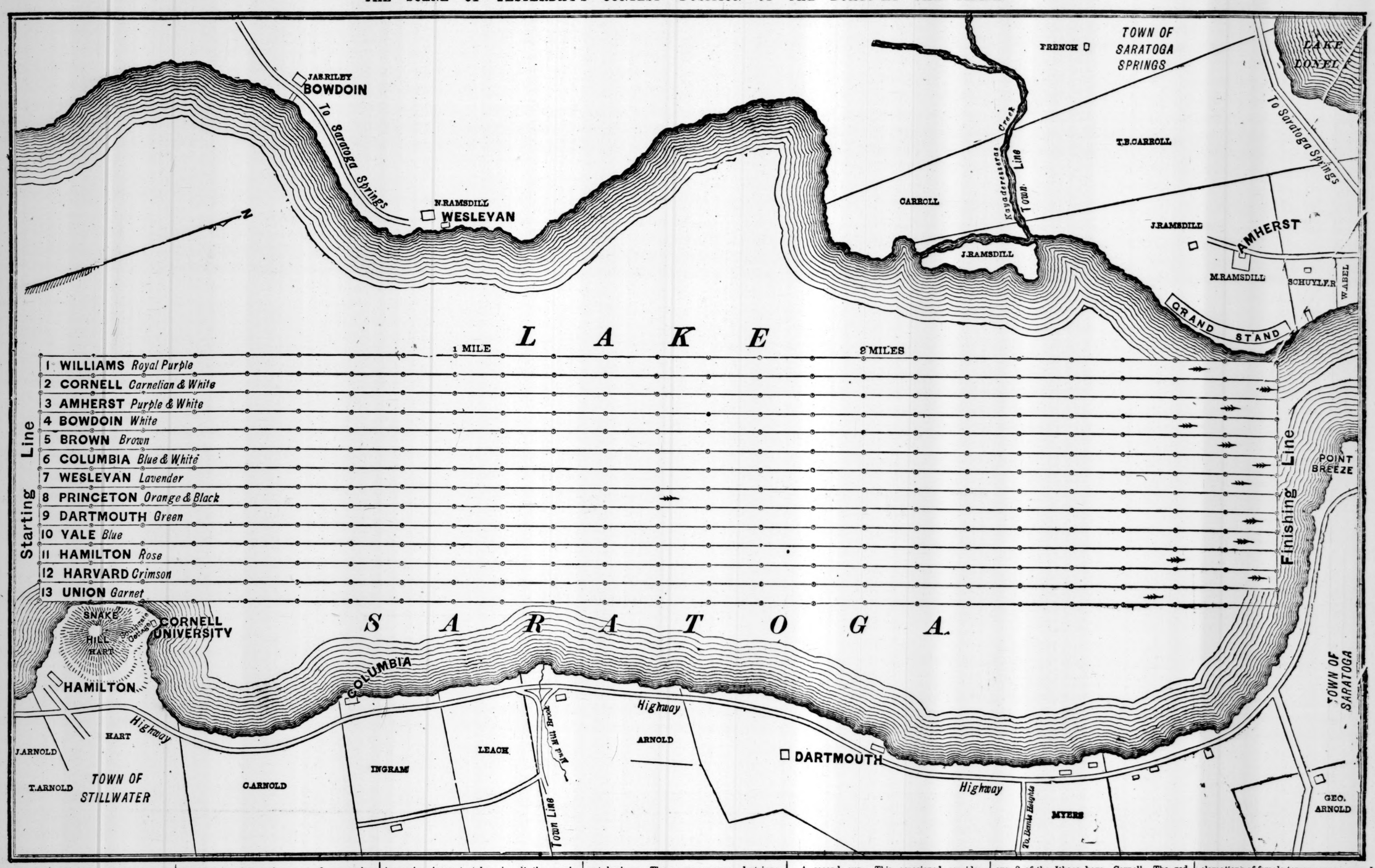
THE SCENE OF YESTERDAY'S CONTEST----POSITION OF THE BOATS AT THE FINISH.



CORNELL'S VICTORY.

THE LAKE CAYUGA OARSMEN WIN THE UNIVERSITY RACE.

A SPLENDID RECORD FOR THE CORNELL BOYS—THEY TAKE THE LEAD FROM THE START AND HOLD IT TO THE END—COLUMBIA FOLLOWS CLOSELY AND COMES IN SECOND—A DISAPPOINTMENT TO NEW-ENGLAND COLLEGES—HARVARD AND DARTMOUTH TAKE THE NEXT PLACES—POSITIONS OF THE REMAINING CREWS—EXCITEMENT ALONG THE COURSE—THE SUCCESSFUL CREW BORNE AWAY IN TRIUMPH BY THEIR FELLOW-COLLEGIANS.

From Our Own Correspondent.

SARATOGA, N. Y., July 14, 1875.—The regatta of 1875 scores another victory to New-York State. Last year the special college of the City was victorious; this year the special college of the State has borne away the chief honors—a result which your correspondent has all along predicted. Cornell took the lead on the first mile, and rowed so sharply that, at the second mile, the red and white crew were six lengths ahead, and they came in triumphantly with a lead of many lengths. The boys of the State of New-York have a second time demonstrated to the oarsmen of the universities of Massachusetts and Connecticut that they do not represent all the rowing ability of America. There has been no surprise about this triumph of the young heroes of Cayuga Lake. Ever since they arrived upon the Lake of Saratoga their prowess has been well known, and their superiority has been again and again mentioned in your columns. The double victory of the Freshman and the University crews will give universal satisfaction to the people of the whole State, which will be greatly increased by the honorable place achieved by the men of Columbia. It seems, indeed, as if the whole glory of the contest were falling upon the State of New-York. To have Columbia second as well as Cornell first is a proof that manliness and skill have not declined in the Empire City, and that the champions of last year have left noble successors in the crew that represented the institution on this occasion. The wonderful success of Cornell on this occasion must be ascribed to the interest taken in boating in the college. It was impossible, as I have pointed out on many occasions, that the college should have in front of it so noble a sheet of water as Lake Cayuga without bringing forth excellent oarsmen. There were in the columns of this paper many prophecies to that effect, and the successes of the two crews in this regatta are only a fulfillment of the most natural causes. Given an enthusiasm for boating and superb practice ground, and superiority must follow. Both these conditions were existing in Cornell, and the present double victory is their legitimate fruit. The oarsmen of Massachusetts and Connecticut must work diligently, or this wonderful series of triumphs of Cornell and Columbia will be repeated indefinitely, and the oarsmen of Lake Cayuga and Harlem River will lead the van on every occasion. But I am sure that the champions of other States will work hard to repair their defeats, and will in time show our boys that no State can long maintain a monopoly of the laurels of victory. *Palmam qui meruit ferat*—let the worthiest win; but it is extremely satisfying to record that the worthiest in the intercollegiate struggle of 1875 came from Cornell University, and that the next to them in value were the Columbian boys of our own City.

AFTER THE FRESHMAN RACE.

BRILLIANT SCENES AT THE HOTELS—THE FRESHMAN CREWS AT THE BALLS—THE PUBLIC SHY OF BETTING ON THE UNIVERSITY RACE—AND, AFTER ALL, SLEEP.

From Our Own Correspondent.

SARATOGA, July 14.—The splendid race of the Freshman crews had given everybody the fever of enthusiasm, and accordingly all Saratoga was regatta-mad by the afternoon. In the early evening the piazzas of the splendid hotels of this wonderful village were in themselves a great sight. There was to be a parlor dance at the Grand Union, there was to be a hop in the ball-room of the Congress Hall, there was to be unlimited music and promenading on the piazzas of the United States. Consequently all the belles of the place were under armor, or, in other words, were dressed to kill, and meant to do it, too. Ordinarily all the magnificence of female toilets has been displayed of mornings, and more especially at the spring. The loveliest combinations of fresh colors, the most killing slippers, and striped—ah—striped, well, striped stockings, the most fascinating hats have been reserved for the meet beside the healing waters, where not angels, but impudent imps of boys, serve out the complexion-giving fluid so beloved of the female race. But on this occasion the ladies were so inspired with a just and lofty enthusiasm that they could not wait for the regatta ball, but boldly displayed all the treasures of their millinery for the delight and bewilderment of the young collegians. Those silks, those filmy masses of lace and satin, those minglings of varied fibres of which poor males know not the mystery, though they feel the charm, were removed from the vast and dim recesses of Saratoga trunks, and came out to bless the gas-light. And they were freely displayed on every piazza before the hour came for the joyous dance. All the sobriety of the Clarendon, all the old-fogyism with which it drapes itself as with royal robes, and of which, in truth, it has just reason to be proud, were for the time being veiled and out of sight. There was under the columns such a massing of bright colors, such an assemblage of fair faces and radiantly beautiful forms, brought, too, into clearer, stronger relief by the smallness of the house, as amazed those who knew of the staid reputation of the Clarendon and knew not what pearls of loveliness its quiet exterior concealed.

The people kept swarming into the town like locusts hailing down upon the green vegetation of far-off Missouri. And like them, too, they came to eat, and wanted it immediately. The long, long breakfast grew insensibly into dinner, and there had never been a moment when the great doors could be closed. The dinner drew insensibly to supper, and still fresh swarms came by trains, by carriages, on foot even, and demanded food. It had seemed, just before the commencement of the regatta, that there was a falling off in the popular enthusiasm on the subject, but yesterday showed that it had been deferred only, not lost. People were waiting to learn how Mr. Watson was going to act, and when they found that he was a good man and true, and that there would be no postponements that were not absolutely unavoidable, they streamed into the place in greater numbers than last year even. Nor can I for a moment doubt that there will be a constantly-increasing interest taken in all the manly games and exercises held at Saratoga. Next year I fondly trust that some Southern colleges will be represented, and then the regatta of the colleges will truly be a national matter.

RETURN OF THE FRESHMEN CREWS.

About the time that the beauties had all gone to the hops and dances, and the handsome mature mammas were chatting on piazzas and in small parties, the Freshmen crews returned to their head-quarters. Harvard was at Congress Hall, the young Cornellians and young Browns at the States, and the Princetons at the Grand Union. There is not so much enthusiasm over the colleges at the States as at the other two houses, but nevertheless the victors and their sturdy rivals came in for considerable attention and warm meeds of praise. But at the Grand Union and at Congress Hall there was a movement, a bustle, a feverish excitement that resembled the Stock Exchange of New-York. Each hotel has a magnificent hall, and these were both crowded, jammed with college boys and men, all alike absorbed in the one thrilling topic of the race, the one master thought, which, like Aaron's rod, swallowed all the rest. There was not so much betting as might have been imagined, for both Harvard and Yale are alive to the fact that there are many Richmonds in the field. The singular excellence of the Cornell crew, the reputed stanchness of Bowdoin and Dartmouth, made them pause. In such a contest it was difficult to pick out the victor, and the boys, instead of betting, gave themselves up to what the Irish call "discoorsin" on the probable results. There was a movement of masses, a getting out of the general crowd into little knots, where conversation was carried on with heads close together and under the breath; there was a hubbub, a rustling, a murmur, breaking occasionally almost into a roar, which reminded one of the Fifth Avenue Hotel during the war, when gold speculation was at its height. The glaring light of many lamps, the splendors of frescoing, the gilded pillars of the Grand Union made it a specially bright scene. The dawn came fair and cool, but with the light came the noise and bustle of preparation. More arrivals, more banging of inoffensive trunks by porters whose nerves were irritated by incessant appeals for baggage, and who relieved themselves by knocking off the corners of sumptuous Saratogas; more shrieking of trains, more ringing of bells, more tearing along the streets of carriages. The night had been cruelly short, and with the morning came all the fever, all the unrest which accompanies these wrestlings with pleasure. At 5 o'clock the arrivals by the special trains began to make themselves audible, trampling up the stairs and waking up unhappy mortals from slumbers that had only come to bless tired eyelids at 2 o'clock. Then for hasty dressing and a luxurious breakfast, such as Leland spreads at the Clarendon, and a cigarette afterward before getting into the carriage and bowling away to the grand stand. And I would here observe that the Saratogians proper who have been at the Clarendon since it opened this season regard it as a providence for Leland that the strawberry season was over before the regatta commenced. We have had them morning, noon, and night, positively without stint, and his heart would certainly have broken if he had been unable to provide for all his new arrivals in the same unstinted way. Providence protected him, and strawberries disappeared before the human locusts arrived.

The race drive to the lake in the morning, before the multitude began to move, was a pleasant business. There were many pedestrians, but not enough carriages to make trotting an impossibility. It was evident, however, as we approached Moon's, that there were not a few persons who believed in the wisdom of the early bird. In fact, long before 9 o'clock there were hundreds of carriages, packed like so many artillery tumbrels, in the grove below the Schuyler mansion. Many buses had been there already, deposited their loads, and departed in search of fresh pilgrims to the lake shrine. And as the time progressed the arrivals became more dense and the throng of vehicles more imposing, until such a multitude presented itself on every hand that reason stopped counting and imagination boldly suggested myriads. Heaven and the lightning calculators alone know how many people were in attendance. GAR.

THE UNIVERSITY CONTEST SEEN FROM THE GRAND STAND.

IMPATIENT WAITERS—EXCITEMENT WHEN THE FIRST FLAG WAS PULLED UP—VARIED CHEERING BY CORNELL, COLUMBIA, HARVARD, AND DARTMOUTH—THE LAST HALF MILE.

From Our Own Correspondent.

SARATOGA, July 14.—I had stationed myself on the grand stand just in a line with the finish, and I watched with increasing curiosity the swarms of people go by. There were so many that the grand stand, which stretches its angular lines for a third of a mile, was absolutely crammed; nay, more, the seats on a line with mother earth, close to the water, and not far from the finish, were also crowded. August Belmont and party were quartered on these comparatively humble seats. And yet, although these places were all crowded, though they presented masses of brilliant colors where the ladies predominated, and of sombre hues where the gentlemen were in the majority, along the whole line; though there was not a vacant gap from the Dan of Union to the Beersheba of Williams, yet there was constantly a throng of people promenading on the planking.

At 10:30 o'clock a gun sounded, and everybody was overjoyed. We all exclaimed, What excellent punctuality! and everybody in his heart of hearts began to bless the umpire, Mr. James Watson. For the sky, which at first had been overclouded and had threatened rain, had become of a stainless blue, and the sun's rays beat down upon us, as if he resented regattas and wanted to drive us home again. But we who are accustomed to earn our pleasure by the sweat of our brows were not to be so baffled. The ladies, indeed, talked of sunstrokes, but they fanned themselves resignedly. The men went off for a stroll and discovered on the Schuyler Mansion grounds a health-restoring booth where they sold iced lager. When we had been refreshed with this noble beverage we could look around us with equanimity and observe the landscape and passing objects. On the opposite shore, near the point, we could discover many carriages drawn up along the strand. They were seeing the race in coolness, in comfort, and they were not contributing their dollars to the regatta fund association, which was a grievous thing to witness, and most grievous of all was it when we considered that the situation over in that locality was quite as good as the best part of ours, and far better than the worst. There was a gentle breeze and the willows waved comfortable over them, while the only things that moved with us were the fans of the ladies.

A second gun. This occasioned considerable rejoicing among the young and inconsiderate, who thought the race was now about to begin, and accordingly commenced gazing intently in the direction of Snake Hill. The minutes passed and there was no fluttering of any flag on the staff poking up from the judges' stand. Hope died away in our hearts as the breeze began to play with the flags of the buoys and to refresh the sunburned cheeks of the roasted spectators. Exciting envy of his cooler condition, some man in Boyton's life-saving rig now came up paddling from Moon's to the other end of the lake, and the row-boats that were darting about the north end of the finish like so many dragon-flies crowded round him and held animated conversations with the amphibious being.

THE CREWS STARTED.

Some people of lively imaginations now began to accuse the Saratoga hotel-keepers of a vile plot to swindle them by postponing the race, when suddenly a little flag flew like a bird to the top of the pole on the judges' stand, and there was an immediate roar of "They're off! They've started!" There was then no thought of sunstroke or of pains and pangs endured by silent roasting. Everybody was on his feet, umbrellas were furled, and every eye in the northern end of the grand stand was fixed on the signal wires on the judges' boat. Up went a figure. It was a ½, and was known to mean the first half mile. Then came underneath and simultaneously the figures 12 and 2. "Cornell!" roared some. "Harvard!" shouted others. "Where on earth are my spectacles?" yelled a nervous man, whose programme was crumpled up in his hand like a ball. There was a little fluttering along the line, and then appeared a No. 9. "Dartmouth!" yelled the men with green badges in their buttonholes. "Will anybody lend me an eyeglass?" questioned the nervous one. "Heavens! I cannot find my spectacles." "They're dangling behind your head," observed a sympathizing neighbor. "Oh, so they are. Thank you—much obliged," and he was soon deep in his programme.

Down went the ½, down went the numbers, and all the world waited for the next report. It came in a little while. One went on the up line for the first mile, and soon a second fluttered below again. "Cornell!" shrieked the men with red and white hat-bands. Up came a 12 again, and the Harvard men took their turn at yelling. Again a 9 followed suit, and the friends of Dartmouth exercised their lungs and relieved their feelings by a good yell, and the numbers fluttered down again. We could not see a single boat, owing to the fact that we were round the corner, but we consoled ourselves by the reflection that when the boats got to the last half mile we should see the whole glorious finish, and the other section would not be able to catch a glimpse of what was taking place.

In the meanwhile there were the judges' signals, but the friends of Columbia wondered why there were no tidings from their six, and the men who wore the blue of Yale looked ominously and fearfully into each other's eyes. "We are surely beaten," one whispered to the other. "No, Sir," said his friend fiercely; "wait for the last half mile, and you'll see; Bob Cook's boat is coming in ahead, or I'm a worse sinner than Beecher." There was a fluttering among the signals again, and up came the 1½ that told the distance. We waited anxiously for a movement in the second line of numbers; 2 again, the glorious 2 of the Ithaca boys, Cornell. The red and white crowd shouted and began to sway backward and forward. "Boys," shouted one of the Freshmen, a victor of Tuesday, "it's a double event, and we'll carry all the flags of the year to Ithaca." The other men nudged him to keep still, for, though they thought so too, yet the race was only half over. The 12 of Harvard came up again and the inevitable 9 of Dartmouth followed. Before the signals could fall again the 8 of the Wesleyans made its appearance, and the lavender began to cheer. The two miles and the two miles and a half produced no change, except that the Wesleyans were not signaled again.

THE LAST HALF MILE.

When there was but half a mile more of the course to be traversed we could see without glasses, and the sight presented was a most exciting one. We then discovered at once that the signal men had ignored Columbia, who was placing on a level with Harvard, far away to the other side. Cornell came in first, coming down their lane gallantly, with a superb and commanding lead, which was being increased momentarily. The other crews were behind, dotting the surface of the lake, and it was impossible to tell which was ahead out of so many. Columbia began at the last quarter to row with the most wonderful speed and regularity. Nothing could be imagined finer than their final burst of speed, which was evidently bringing them ahead of Harvard, whose men were not increasing in their pace, but rather falling off. But the bold Cornellians went in ahead with apparently the same swing and the same stroke that we had seen when they became visible round the corner. As they grew nearer and nearer to the final line of stakes the sky seemed to open and let out a great roar of triumphant acclamation. It was the shouting of the tens of thousands that lined the course. Closer and closer came the prow of the victorious shell, and at last like a hugh fish it darted straight as an arrow and as swift past the judges' stand, and the regatta of 1875 was won. Then the whole of the grand stand seemed to be tumbling down, but it was merely the spectators rushing down to the shore of the lake to yell welcome to the victors. They rowed around quietly enough, some of them dashing their hands in the water and splashing the cool fluid in their heated faces.

THE ENTHUSIASM AFTER THE VICTORY.

They did not seem in the least pumped, but these young heroes eyed the cheering, maddened throng at the water's edge with considerable trepidation, and Ostrom, the stroke, looked quite scared as his name was bellowed out by his frenzied friends. "Let's carry you to our flag," the boys yelled, as the crew approached, and they consented, though it was evident they would greatly have preferred not. As soon as they landed they were hoisted upon only too willing shoulders and borne in triumph along the planking promenade. Those who could not get hold of one of the heroes to carry, seized hold of each other and wrestled and cuffed each other in downright ecstasy. Presently we heard the war-cry of Columbia, as the college boys were greeting the splendid crew that came in second, and soon the Rah! Rah! Rah! of Harvard swelled the din.

Then everybody who was not directly concerned with some college thought there was enough of glory for one day, and began to wend his way homeward. There was a most delightful crush. Balky horses seemed to be in the majority on the occasion, and the shrill exclamations of female terror rose on every hand. The green sward, however, had been so trampled that it was converted into a temporary quagmire, and people had to step from place to place like gigantic frogs. Many wise ones had brought their lunches with them, and, encamping on the hill lawn above the grove, spread white napkins upon the grass, brought out their game pies and roast chicken, their salads and their fruit, and began to use their champagne. But the majority hurried back to the Springs as quickly as they could. This was not very fast, for the number of carriages was unexampled, and we had to go at a snail's pace. The heat, also, was excessive, and two valuable animals dropped dead in the shafts from sunstroke. GAR.

ON BOARD THE COMMODORE BRADY.

A MORNING OF FOREBODINGS—WAITING FOR THE START—A DYING WIND AND SPLENDID WATER—"HERE THEY COME"—FOLLOWING THE FLEET—A NOBLE CONTEST—VICISSITUDES OF THE RACE.

From Our Own Correspondent.

STEAMER COMMODORE BRADY, SARATOGA LAKE, Wednesday, July 14, 1875.

At 8 o'clock this morning I, as well as the rest of Saratogians, left the town for the lake. Man and beast were bound that way, and the roads were black with wayfarers. No vehicle ever seen in Saratoga was absent, and each wore the colors of some one of the thirteen crews. On Union avenue the crowds were thousands strong; vehicles, even at that early hour, were returning for fresh loads of sight-seers, and pedestrians lined both sides of the way. The friends of the university crews shouted defiantly their college cries as the representatives of one passed those of another. The morning was dark and threatening. Heavy rifts of rain-laden clouds looked like a repetition of last evening's storm, and the breeze from the southward was freshening. These signs indicated a possible postponement of the regatta—which, happily, did not occur—and many fears as to the chances of a good wetting and spoiled finery were expressed. The roads were muddy, and our hearts were fearful of disappointment. But the college lads, ever buoyant and hopeful, enlivened the lay people, and, like the rays of the sun, burst fitfully on the huge train of pleasure-seekers and dispelled the gloom.

We reached the lake side, and, leaving the throng swarming down the slopes to the stands on the Western shore, I crossed the bridge and boarded the steamer Commodore Brady. She had her quota of judges and scribes already, and nothing remained but to let go the fastenings and start up the lake. Even among her experienced passengers some dread existed of rough waters and a postponement. The breeze was strong and there appeared to be a likelihood of more. We steamed out of the Narrows toward the grand stand, which was hidden by the black crowd overspreading it, relieved here and there by bright specks of partisan colors. The water in front was troubled by the dipping oars of a fleet of boats containing folk who wanted to be as near the racers at the finish as they were allowed to be. The Brady took a signal officer on board, and steamed slowly up the course to Snake Hill. The breeze was strong as ever, but the Summer sun asserting itself had lightened the gloom and promised a fine day. It was now past 10 o'clock, and the curling smoke enveloping the green trees at the base of Snake Hill told us that the first gun had been fired, and it was time for us to be at the starting point.

We got there just as the Princeton crew left their quarters and pulled toward their place, the eighth from the western course. The Madge, with the referee, arrived that moment; the wind went down perceptibly. Cornell came out also; then Union, Bowdoin, Harvard, Brown, and the rest so fast as to render it almost impossible to say which was first. All we were certain of was that Yale, Columbia, and Dartmouth were nearly the last to show up, pulling gracefully, with their colors bound about their heads and their nut-brown shoulders shining like polished marble

in the sunlight. The Brady approached them slowly from the eastward, and winding to the south headed directly in the rear to the centre of the line. Bowdoin ran through and backed up first into position the fourth from the west, Harvard second, the twelfth, and Union third, the most easterly of all. Then the remainder passed through their stakes and backing up were held steadily in place by men in scows especially detailed for this duty. The thirteen boats were all in line, their crews sitting erect, their oars at rest clear of the ripples, with the hollow parts of their blades turned up, and the Madge astern of them to see that all was right and proper. The hour was 11:15, and the weather was superb. The wind appeared to be moderating, and the wavelets grew less and less. A start was certain, so the Brady sped down the course to her intended post of observation at the first mile line of stakes. Ere long she was there, and the lake was almost clear at this point.

Only two small boats of a little steamer on the extreme left of the flag line were visible here, but the two former contrived to render themselves as much of a nuisance as possible. They both leisurely got into the middle of the courses, and would have remained there had not the judge on the Brady hailed them and coaxed them into the open water before the star. This seemed imminent every moment, but was delayed unaccountably. It was now 11:30, yet the referee's boat was silently moping, broadside on, in the rear of the line. The wind was dying out, and the surface of the lake was settling gradually into its wonted placidity. We watched Snake Hill and the boats, whose crews sat motionless. For what?

At length a jet of steam from the Madge's funnel, followed by the shrill reverberation of a whistle, meant something. There was stir on board the Brady, hats were drawn over brows, and eyes were fixed to glasses. "They're off!" "Yes!" "Now. Ha! ha! It is a start!" and the first thrill of electrical excitement ran through each man. "Surely their oars dipped," said Mr. Luther, and so I thought, but they had not done so to any purpose, for we became aware in less than a minute that no start had been effected, if any, indeed, had been attempted. The boats, it is true, had broken their alignment and were once more trying to regain it. "They have made a false start," said one. "No, that was no send off," remarked another. At any rate the crews were still in position, and only the Madge was in motion, but she steamed gently to the eastward, outside of the Unions, and was occupied there for some moments. It was now 11:40. Once more the Madge returned and stopped in the centre of the line. Five minutes elapsed, and we drooped once more to wait the deferred start. The stillness for two miles around was unbroken but by the swash of ripples parting at our bow! Even the grand stand was invisible. But, lo! another steam jet and another re-echoing whistle, and then the shimmer of flashing oar-blades indicated a start. "Surely, this must be another false alarm," ejaculated the Brady's Captain, who only uttered the pervading belief. But no; flash on flash glinted southward from east to west, and we rose to our feet on the monkey rail, glass and note-book in hand, to see and note occurrences.

A START AT LAST.

"They are off! burst from every throat; and so they were, the time being 3½ minutes past 12. It was a grand sight. The thirteen boats were in straight line. Stretching from east to west several hundred feet, every oar dipping and feathering with cool precision, as though those who swayed them were merely feeling their way.

But see, the symmetry is marred by Harvard, who shoots ahead of Hamilton, Yale, and Union, her neighbors; and now, too, at the western extremity, Cornell is seen to break the precision of her section, and the spray flies from her sweeps as if flung with more energy. The Dartmouth boat also feels the new exertion of her green-capped rowers, and springs boldly before Williams, Wesleyans, Brown, Bowdoin, and Columbia, who still retain lineal rectitude. They near the half-mile flags, Harvard in the van on the right, with Cornell on her parallel to the left. The pace increases. The race has begun. "Bravo, Harvard!" "Well done, Cornell!" "Oh, Yale!" "Gallant Dartmouth!" break from the suddenly parting lips of the judges and interested spectators on the Brady, and the first half mile is accomplished by the foremost crews. Cornell led by a length, despite Harvard's prowess. Yale and Hamilton were behind Dartmouth, and the others were over together. It was a noble struggle, and we could see the tough oars bend at every stroke as the hardy fellows leaned trustingly their full weight in the endeavors to win the foremost place. At the end of the first mile Harvard and Cornell were squarely abreast of each other; but the latter, rowing with one intent, began to show the result of their fine training and drew ahead of the former every second. "Do you see Columbia?" shouted some one behind me. "Bravo, bravo, New-York!" screamed some one else, as, to the astonishment of all, the Harlem River boys sped beyond Williams, Amherst, Brown, Yale, Dartmouth, and everybody, and ranged up in Harvard's line, pushing manfully for the second place. Dartmouth and Yale could not be called contestants of either, and Union was plainly beaten, even at this part of the race.

We on the steamer felt now that if we wanted to see the finish our best speed must be achieved. We went after the flying boats, Cornell, Columbia, Harvard, and Dartmouth. There were no eyes for any save the four leaders, of whom Cornell and Columbia were chief; but glancing astern at the flotilla, I saw Yale coming with a freshening gait for Dartmouth. It was a pretty race, and the dark blues were doing all in their power to redeem their credit. It was no use, they were far behind the three invincibles, Cornell, Columbia, and Harvard, who were rowing with all their might for mastery at the second mile. The first was best, far in advance of the others, and Columbia seemed to be gaining on Harvard, and they crossed the flag-line in that order. The race now revealed itself in two divisions, of which Cornell, Columbia, Harvard, Dartmouth, and Yale were the first and the other eight the second. Of these I took no notice because I knew their fate was sealed, but a cursory glance in quest of Princeton showed her to me nowhere, and once more I turned to watch the increasing struggle of the first division, now nearing the third mile boundary.

Cornell was at least four or five lengths ahead, Columbia second, Harvard third, and Yale and Dartmouth side by side. "There is the winning boat," ejaculated one, pointing to Cornell's colors on his breast. "I'll never desert Columbia," quoth another. "Rah! Rah! for ever," roared a third. We, too, had overcome the distance, and the densely-packed crowds on the beach were in full view. Their thrilling shouts were heard, and flags and colors floated encouragement to the rapidly-approaching crew. It was evident that Cornell would succeed, for she kept her lead magnificently; but the Columbians rowed grandly, and with majestic strokes outdid Harvard, and actually tackled Cornell at the opening of the last half mile.

The first division, at first spread out, narrowed with the tendency of their courses, and their relative positions became more and more defined. Yale was 5, Dartmouth 4, Harvard 3, and Columbia overhauling Cornell. Our feelings were heated by the valiant endeavors of Columbia to lessen the distance between herself and the Ithaca men, and success attended her. "Oh! if she had just another mile to go," spoke her friends, "she would bring a different termination to this race," and I believe she might have done so. She and Cornell were in the last quarter, laying down to their work with redoubled energies making white foam fly from their oars, and gaining way at each stroke. Harvard sprang splendidly over the lake, and Dartmouth closely pursued her. The goal was almost reached, and people on shore acted like madmen. "C-o-l-u-m-b-i-a!" "Rah! Rah!" "Cornell! Cornell!" "Oh, Yale!" were screamed in Babel-like confusion by the mass, as if these exclamations would aid the contestants and alter their fortunes. Into the water pell-mell, over each other, the college men ran in their wild excitement. But the crews saw them not, for their ears and hearts were lost in their muscles, and they tugged for dear life to be the victors. A minute later Cornell had won and Columbia was on her heels, and would undoubtedly have made the difference between them less had not an accident happened, the breaking of an oar by striking a stake or something. I could not discern what, which checked her grand career. She shot over the home line, however, and was none too soon, indeed, for Harvard, with an additional spurt, sped in not much behind her. Then came Dartmouth, then Yale, and the rest, overcome and defeated.

WAITING FOR THE BOATS.

SIXTY THOUSAND PERSONS WAITING FOR THE RACE—GREAT EXCITEMENT OVER THE EVENT—A GOOD-HUMORED BUT ANXIOUS CROWD—INCIDENTS OF THE DAY.

From Our Own Correspondent.

SARATOGA, Wednesday, July 14, 1875.

This morning the grand stand and its vicinity contained more than twice as many spectators as yesterday. They commenced to gather as early as 8 o'clock, and from 9 till long after the start they poured steadily over the plank bridge across the swamp on the north. Indeed the bridge soon became too narrow for the impatience of the accumulating crowd, and adventurous pedestrians struck out two trails through the marsh itself. Where the water was in too great abundance pieces of plank were used to patch the new pathways, and thousands availed themselves of these routes. Not only was every seat occupied before 11, but it was literally impossible to move through the standing throng in front from one end of the reserved space to the other. Many, rather than give up their positions, stood ankle deep in the water to the end. Looking along the stand from the reporters' position with an opera-glass—it was out of the question to get near enough to see distinctly with the unaided eye—a spectator would imagine that he was in the vicinity of New-York City, so many familiar faces met the sight in all directions. Everybody of any note at all seemed to be present. The ladies especially were out in full force, even outnumbering the gentlemen on the stand proper, and while their apparel for the most part would not attract the attention of a modiste, its effect was more than ordinarily picturesque by reason of the extensive display of partisan colors. At a distance the stand must have looked like a shattered rainbow. The projecting points of the wooded shores, wherever the telescope could penetrate, were literally swarming with human beings, and the east bank directly opposite the finishing line was black with carriages. Boats that were certainly not on the lake yesterday seemed to have sprung up during the night as by magic—steam-yachts, sailing vessels, and small boats innumerable. These, laden down almost to the water's edge, were carefully floated into position in front of the stand and anchored there. When all this space was so filled as to be annoying to those on shore, other boats massed themselves in the rear of the finishing line, and called forth objurgations from the reporters. Still others insisted on getting right into the track of the Cornell crew, and the judges were kept busy driving them out. Many sailed about in all directions, creating a general feeling of apprehension that they would be in the way of the shells when the race should begin. Not less than 60,000 persons witnessed the race.

All was bustle and repressed excitement, breaking out into a murmur when the first gun was fired, at 9:55. At that hour the sky was hidden with dense black clouds that seemed to portend a storm, and there was sufficient breeze from the south-east to make the water noisily lap the shore. The greatest anxiety was manifested lest there should be a postponement, and this was the pervading topic of conversation when the careless conduct of the occupants of the small boats did not move the mass to indignant protestations. Some were of the opinion that the water was in a worse condition than last year, while others maintained that this was not true. Long and painful views were taken through telescopes to ascertain whether there were any white-caps in the direction of Snake Hill where the start was to be made, the general idea being that that was sure to be the roughest part of the lake; but here, too, there were many conflicts of opinion. Some declared that except in a west wind the water at the base of Snake Hill was sure to be perfectly smooth. Others swore that they could see the dreaded white-caps, while more were as certain that there was not one on the entire lake. No assertion could be put forward about anything that some one did not immediately contradict it, in a perfectly courteous way.

All this developed a most exasperating state of uncertainty, which increased as the minutes went by. Then the clouds disappeared, and the sun blazed down upon the jostling jam, and the wind held. It was a wind with power enough to ruffle the lake to just that extent that one did not know what to think about it, but without a particle of compensating coolness in its breath. Add to these discomforts the violent partisanship that prevailed, and the fact that the spectators retained their politeness is sufficient to show the character of the gathering. Williams' boys created the first diversion by the singing of a characteristic song. They were cheated out of the applause that would have been meted out to them by the dull boom of a gun from Snake Hill at 10:49. Instantly everybody was alert, the song stopped, 5,000 glasses were pointed in the direction of the start, and a shout went up, "There they go!" but it was only the quarter gun fired a little out of time. A man had taken up a canvas shooting-boat in his trunk; he carried it under his arm to the lake and began to put it together, the crowd watching him. At length he launched it and got in, and the feat was applauded. Then two of yesterday's winning crews were descried coming down the course. They were scanned with patient perseverance until they turned in by the judges' boat, and a hundred voices asked them what the chances were. They answered that they guessed there would be a race, the water was good enough. This bit of encouragement was received with a cheer. More college songs followed, and then Harvard and Columbia cheered in friendly rivalry.

It was suddenly discovered that the referee's boat, Madge, had gone out of sight, whereupon there was another straining of the vision and an anxious general consultation. The signal-man caught the infection, and shouted to a passing steamer to find out where she lay. A small boat came by, in the stern of which sat a man playing a concertina. He was vigorously applauded. Wind-clouds began to appear behind the southern hills, and general attention being turned to them, an excited discussion followed, and the assemblage grew despondent. Then a man, wearing one of Paul Boyton's life-preserving suits, paddled out from the north shore, and all the unanchored boats gathered around him curiously, forming a procession in his rear as he came toward the grand stand. The occupants of one of the boats gave him a cigar and a light, and he continued on his course, puffing away with as much apparent enjoyment as though he were on land. As soon as the people on the stand caught a glimpse of the strange object the race was momentarily forgotten, and everybody crowded forward to get a nearer view of him.

In the midst of this relaxation, suddenly at 12:05½ the flag went up on the judges stand. A murmur that swelled into a roar greeted the signal and the vast mass wheeled quickly in the direction of Snake Hill, and became for a moment silent as the grave. The racers were too far off to be distinguished, but the excitement which had been effervescing all the morning could no longer be restrained, and cries broke out of "They're off," "They're off." The most enthusiastic rose to their feet, including many in the boats and the confusion soon grew indescribable. Murmurs, like the roaring of the sea, rose and fell, and were diversified with the noise and shouts of the surging crowds. A perfect babel of cries began to resound from all sides, but breathless silence instantly followed, as the telescope man was seen to turn and say something to the signal man. The failure of the shore stations yesterday led to their abandonment, and to-day all signals were taken from the Madge.

EXCITEMENT OVER THE RESULT.

The judges' stand at once became the centre of attraction. Up went the figures denoting that Cornell was ahead at the half mile, and a yell thundered from 20,000 throats. The cheering became terrific as other figures were hauled up giving Dartmouth the second place and Harvard the third. The excitement was growing greater every instant, and soon there was not the slightest intermission of silence. Shouts and cries rent the air continually, now of exultation or encouragement, and now of deprecation at those in front, who in their eagerness to better their view of the race were perpetually thrusting themselves into positions that obstructed the sight of those in the rear. The vast multitude struggled, and swayed, and jostled each other totally heedless of everybody but themselves. They were at last mad with excitement and suspense, for all this time not a glimpse of any of the crews could be had. It was wonderful how, in the midst of all this seeming insanity, the slightest movement of the signal or telescope man would become felt, as it were, throughout the entire assemblage. The latter now turned for the second time, and another hush followed instantly. Everybody stood still, not a sound broke the silence, and all eyes were fixed upon the signals. Up they went, five of them this time, one after another, denoting that at the mile Harvard was leading, with Dartmouth second, Cornell third, Princeton fourth, and Wesleyan fifth. All these signals were wrong, but nobody knew it, and it made no difference. A storm of "Rah," "Rah," "Rah," filled the air, mingled with cheers from the other colleges, and shouts of wild excitement from the entire multitude. The swaying and struggling there constantly growing more fierce, and the cries of those behind to those in front to get down were momentarily becoming louder and more boisterous. Men and women resisted the folly of the moment no longer, but gave themselves up to the wildest demonstrations. There was a long wait now between signals, and the impatience of the multitude found vent in angry cries directed at the signal man. Suddenly a long row of tiny flashes, spreading from side to side of the lake, burst into view, and a chorus arose, "There they are." "Hush for Harvard." "Hurrah for Cornell." "Princeton, Princeton!" "Yale, Yale!" and college cries and cheers of all kinds. Then up went the signals again, denoting that at the two miles Cornell was once more ahead, with Harvard second, and Dartmouth third. Distinct cries would not do now. Nothing but a series of war whoops was equal to the task of expressing the feelings of the crowd. The boats were still too far away to enable anybody to verify the correctness of the signals, and nobody could now spare the time needed to adjust a glass—little by little they grew upon the sight, but still the colors could not be determined, and no one would pause to consult his programme. Everybody was standing, straining, shouting. Nearer they come, until the tanned forms of the men, swaying regularly backward and forward, could be distinguished, and the noise and confusion grew incessant. Nearer, and Cornell's white and red was seen in the front, with Columbia, Harvard, and Dartmouth straining every nerve together behind her, the others in a zig-zag line in the rear. Young men sprang into the air, old men swung their canes and hats, women waved their handkerchiefs, and from the throats of all issued one prolonged roar that might have been heard in Saratoga village. It was all over in the twinkling of an eye like an arrow sped from a bow. Cornell's prow clove the last remaining stretch of water, and shot three boats' lengths beyond the flashing stakes. Columbia, which was almost upon her, struck the last stake, and there was a splashing of oars along her sides and an instantaneous recovery just in time to snatch second place from Harvard, who was after her like a streak. Then Dartmouth glided by, with Yale fifth, and the others in quick succession. All stopped short a few lengths beyond the finish and rested on their oars. The crowd had turned and were rushing pell-mell down the bank in a solid mass, cheering and yelling, and waving hats and sticks and flags. The whistles of all the steam yachts were shrieking, and altogether there was din and confusion enough to drive any person crazy who had not already become so with enthusiasm. One woman fainted on the grand stand, and several others screamed on the point of following her example, and it was with the utmost difficulty that they were carried out to a place where recovery was possible. The Cornell crowd pressed to the front and signified their wish that the champions should approach the shore, by the most frantic gesticulations. The crew, their muscular, sun-browned backs glistening with perspiration, with a quick turn of the oars, obeyed, and the entire six were lifted out bodily and swung upon the shoulders of a score of herculean wearers of the red and white. The crowd parted instinctively, and with a yell of exultation that was echoed and re-echoed by the multitude and by the whistles of the steamers, they were carried along the entire line of the grand stand and back, cheer after cheer from fair and from stalwart throats marking their triumphant progress. Then there were more cheers and enthusiastic congratulations on every side, and the Harvard boys cheered the victors and then their own crew, and the others in order did likewise, Columbia coming in for an equal share. The delight of the New Yorkers at her prowess was unbounded; had she come in first, her admirers could hardly have expressed themselves in stronger terms of rejoicing. Gradually these noisy demonstrations subsided, and one after another, the various boats wheeled around and shot up to the land, each in turn being greeted with a parting volley of cheers. Then the great mass of spectators dismounted from the stand, and poured in the direction of their carriages, leaving but a scanty remainder to witness the single scull contest between Harvard and Yale. It was fully two hours before the last carriage succeeded in getting away from the grounds.

THE WORK OF THE CREWS.

THE WEATHER AND THE WATER—DELAYS AT THE START—A FAIR SEND OFF—THE STYLES OF THE VARIOUS CREWS—NEARING THE FINISH—A MAGNIFICENT STRUGGLE.

From Our Own Correspondent.

SARATOGA, Wednesday, July 14, 1875.

The judges, signal corps, and other officials, and the newspaper men, were far ahead of time in their arrival at the lake. Anxious were the glances that were raised to the overcast and leaden sky, and more anxious those that rested upon the wrinkled surface of the lake, roughened under a stiff breeze from the south-west. After passing Leslie's Point the situation looked truly discouraging. A mile up the course the waves were running two feet high, and ere another half mile was passed white-caps rose threateningly all over the lake. At 10:30 A. M. the gun on Snake Hill belched forth its signal for the thirteen university crews to prepare, and though the sound dispelled the gloom for a moment few of us expected to see a race to-day. One after the other the several crews were seen to dart from the obscurity in which the shores of the lake were still enveloped, and by 11 o'clock the upper portion of the course presented a most animated appearance. The men, with few exceptions, rowed bare to the waist.

Carefully overlooked, these men showed signs of the best health, which was indicated by the clearness of their wholesomely-tinted skin, their bright eyes, and their vivacious expression. To the expert eye there was also apparent the absence of that excessive development of the arms, especially the biceps, which formerly characterized the ambitious athlete in every branch of sport; but the back, the shoulders, the chest, and stomach muscle stood out in the old relief, indicating that power had been assiduously cultivated in those parts of the frame which are required to sustain the greatest exertion in rowing. Eleven o'clock came and passed, but there were as yet no signs of a start, and this was not regretted by those who were anxious to see the race rowed out and won on the merits of the crews, because the fitful puffs of wind which had so seriously disturbed the lake became fainter, and the white-caps subsided into harmless little waves, which, under the continuous improvement in the state of the weather, finally calmed into a merry ripple, in which a long boat would hardly be at a serious disadvantage.

At 11:20 A. M. all the crews had taken their positions in their respective stations, and once an immediate start was expected, but a moment after the umpire's boat was seen to come to broadsides on the course, and a signal was given which brought all the crews in a brilliant cluster about the ruling power for their final instructions. Once more they drew up in line, and another disappointment seemed impossible. A little puff of steam was seen to rise sharply from the umpire's boat, and some of the glistening oar blades were seen to rise and fall, and the simultaneous shout from all on board the press steamer confirmed each individual opinion that a start had at last been effected. Watches and chronographs had run nearly a minute ere any one could realize that another delay had occurred, but such was the case, it having been discovered at the last minute that the buoys marking the starting line had drifted out of place during the storm of yesterday. Another half hour elapsed before this mishap had been repaired, but at last there was nothing more to do but give the signal for the start. Mr. Günster, who officiated as starter, sat in the bow of the steamer with a double-barreled gun pressed to his shoulder, and every eye was strained to watch the hand about to pull the trigger. They were cunning as foxes, those seventy-eight youths, and it seemed as if there had been a mutual understanding not to wait for either the smoke or report from the arm, which missed fire in both barrels.

Though there was really no signal given the line moved off, and as the start was as fair as could be expected to be made, they were not recalled. Dartmouth and Harvard were the first to slip away, but Yale and Columbia and Brown were not slow in following, the others getting off with more or less speed an instant after. Cornell was one of the last to realize that the race had really begun, but the loss of a quarter length was of but little moment at this stage of the race. Harvard, on the east, almost immediately bade farewell to Union, and but little time elapsed before Hamilton found that something more than they possessed was needed to stay in company with Harvard and Yale, between whom they had been placed. Cornell quickly bent in the western extremity of the line, and at the end of the first quarter met the crimson of Harvard, and the carnelian of Cornell stood out clearly in the respective ends. Dartmouth was coming on space between the leaders, with whom Columbia was also in company, and Amherst, Bowdoin, Brown, and Wesleyan formed a section of their own, but little to the rear.

THE WORK OF THE CREWS.

The work of the several crews could now be readily distinguished, the novices who had had little or no experience in racing showing traces of the excitement under which they labored, while the crews of the colleges previously represented showed good discipline and steady and effective work. Harvard was simply a superb piece of mechanism, moving at a counted pace strictly enjoined upon them by their Captain and the last advice of their excellent coach, Richard Dana. Yale recovered deliberately, and, leveled with their blades well up in the air before each dip. The crew followed Capt. Cook's stroke in most perfect unison. Columbia, the gem of the Metropolis, also proved conclusively the value of the training experience which their Captain, Jasper Goodwin, was fully able to give them. Though they had the five other victors of last year with them the greater part of the time, the result of their work was beyond the expectations of their most intimate friends. Their stroke was a combination of the modified English stroke rowed by the crew last year, and a great, clean, Yankee stroke, all that was retained of the former being the rapid shooting out of the hands on the recover, and a comparatively slower following of the body on the slide, which is the chief secret of the wonderful Anglo-Saxon science, as it admits of a freer action of the lungs, which is a feature not to be ignored. Cornell deviated but little from pure native American work, the only tinge of the imported stroke being barely visible in the momentary pause before the dip. But this was so trifling that it was just sufficient to keep the men in good time. They caught every stroke well at the beginning, and pulled it steadily through to the end. A momentary observation was sufficient to note the power so well applied, and the continued headway of their craft showed plainly that they had thoroughly mastered the secrets of the slip seat. Wesleyan rowed a stroke which needs no definition. This crew did not work well together, there being too great a disparity between the men, to begin with. The bow, a good, clear head, and a serviceable man last year, appeared to have contracted the habit of meeting his oar, and their stroke clipped badly. But for these faults, there was no reason why the Wesleyan boat should not have been closer to the leader at the finish.

Dartmouth showed a marked improvement over the quick, short work of last year, but this crew, like the Bowdoin, Princeton, and other crews, have yet much to learn in regard to rowing, which can only be learned from thoroughly experienced men and long coaching. Impetuous Dartmouth, with just enough of the lightning stroke of previous years to wear her out, continued to spurt to the front, and when the half-mile buoy was passed the green took an obstinate position toward the lead, with Columbia, with whom they had it hot and heavy to within a half mile of the finish. Once past the half-mile flag, Harvard got a decided lead on the starboard wing of the fleet, holding their old antagonists, Yale, a half length astern. Hamilton and Union now gradually dropped out behind, Princeton clinging to Wesleyan, who lapped a group composed of Brown, Bowdoin, and Amherst, who had Cornell for a leader on the west, and to whom Williams was also still attached with determination. The Harvard crew, maintaining their prominence in admirable form, continued to draw away from her immediate follower on this end, and a wide gap had been created between the crimson and the dark-blue when the first mile was completed, the old rivals having four lanes to themselves to fight out the old grudge.

The boats were now rapidly forming into groups, in which Cornell held a leading position on the western extremity, while Harvard continued to be the pioneer on the right and well in advance of all. Dartmouth still lapped Columbia in a hard struggle for the second place, and Brown, Princeton, Amherst, Bowdoin, and Williams were in a bunch, while Union and Hamilton had a nice little race by themselves at the rear. On the next half mile Yale commenced to show up a little better, but forming a new line with Wesleyan, Amherst, and Williams, a length behind the second group, composed, as before, of Columbia, Dartmouth, and Brown, was their best effort at this time. Cornell was now creeping away, inch by inch, and her position as second to the race to Harvard became a matter of considerable speculation. Columbia also began a serious dispute with her rivals for a place in front, and Dartmouth was also there, her bow well upon Columbia's stern. Brown had now pushed her nose out in front of Bowdoin, and Amherst and Williams fell off fast. Approaching the end of the second mile, the sharp work of Cornell began to tell, and there was no longer any doubt as to whether the crimson or the carnelian was ahead, as the line of the two-mile flags showed a difference of half a length at least. Columbia and Dartmouth were still almost abreast of each other, a short length behind the leaders, and Brown and Wesleyan were bow and bow, with but little clear water between them and the second section. Princeton, Bowdoin, and Amherst came next, tapering off with Williams, Hamilton, and Union, the latter commencing to row very "ragged," and steering wildly. Before the next quarter was finished a stretcher gave way in Brown's boat, and ere the crew could again get their boat on an even keel they had fallen back into the sixth place, with little hope of holding that. A moment after the Princeton boat became very erratic in its movements, occasioned, as I subsequently learned, by the illness of Mr. Parmly, who succumbed to an attack of vertigo. The Princeton boat immediately withdrew, and made the best of its way toward the eastern shore.

The contest between the first five boats now became intensely exciting. The first volume of sound, the chorus of encouraging shouts from the grand stand, falling upon the ears of the competitors seemed to revive their energies, and they knew that ere many moments would be recorded as passed they would be under the eyes of hundreds of fair ladies who wore colors in their honor. The effect of a new impetus was first noticeable in the work of Cornell, Harvard, and Columbia, and under its influence the brave little New-York crew wrested second place from the proud crimson, and at last shook the dogged and resolute Dartmouth from its tenacious hold on their starboard quarter. Wesleyan also came along with a handsome burst of speed, and it was up and tuck between Yale and them to the end, Wesleyan's bow oar lying on the finishing line when Yale's bow-tip reached there.

Few seemed to realize, as yet, that Cornell was really the winner, as the wildest cries of "Harvard" and "Rah! Rah! Rah!" rung out in deafening peals on every side. But the matter was soon decided, and the adherents of Cornell quickly picked up the victors, intoxicated with their double victory. The Columbia crew also had a great ovation, and the friends of Harvard were well content with the conspicuous position of the crimson on this grand struggle, but their great delight was their victory over Yale. Dartmouth was too far from home to receive a very enthusiastic welcome in, but they were warmly greeted nevertheless. Plucky little Amherst, who labored under many difficulties, came in but a couple of lengths behind Yale. Brown, notwithstanding their mishap, came in eighth, Williams ninth, and about two lengths astern of Williams Bowdoin, with but a few feet of clear water between them. Hamilton and Union slipped in after a lapse of some little time, almost unnoticed in the great surging crowd of boats, the shrieking of steam whistles, and the terrible din made by the excited multitude on shore.

Oddly enough, there seemed to be a general demolishing of stretchers in this race. Sprague of Columbia lost his foot-board within a hundred yards of the finish, and that of Harvard's bow oar also gave way, both fortunately so near the end that it could affect their chances but little.

A summary of race, the time and order of finish, is given as follows:

	M.	Sec.
No. 1. Cornell	17	53½
No. 2. Columbia	17	04¼
No. 3. Harvard	17	05¾
No. 4. Dartmouth	17	10¾
No. 5. Wesleyan	17	13¾
No. 6. Yale	17	14¾
No. 7. Amherst	17	29¾
No. 8. Brown	17	33¾
No. 9. Williams	17	43¾
No. 10. Bowdoin	17	50¾
No. 11. Hamilton	Not timed	
No. 12. Union	Not timed	
No. 13. Princeton	Withdrawn	

THE SCULLER'S RACE.

KENNEDY OF YALE BEATS WELD OF HARVARD.

From Our Own Correspondent.

SARATOGA, N. Y., Wednesday, July 14.

The single scull race on yesterday's programme, for which Mr. Weld, of Harvard, rowed over the course, which was subsequently declared by the Regatta Committee to be no race, was rowed over this afternoon. Mr. Kennedy, of Yale, it appears was misinformed as to time of starting, and anticipating the coming of the Freshman race, he did not go to the starting point. About 3 o'clock this afternoon the upper line of the two-mile course was reached, and W. T. Weld, of Harvard, once more drew in line to row for the cup, but this time with an opponent, Julian Kennedy, of Yale. The race was almost a foregone conclusion, as about every betting man during the past week has offered to take Kennedy against the field.

The men were aligned at 3:10 o'clock, and got the word without delay, the Harvard man going quickly to the front. Kennedy's supporters now began to grow weak on their favorite, who had rowed in the University race but a short time previous, and more so when Weld obtained a lead of a length at the first eighth of a mile. At the end of the first half mile, the Harvard man had opened a gap of fifteen feet clear. On the third quarter Weld was still leading, but Kennedy now crawled up on his opponent, and before the first mile was finished he had caught and passed Weld, at thirty strokes to the minute, the Harvard man failing to hold his own at three better. Kennedy soon drew away perceptibly, increasing his lead to the end, finishing by six lengths to spare in 14m. 21½s., Weld's time being 14m. 59s., and the latter realizing the truth of the old saying, that there is many a slip between the cup and the lip. The regatta was brought to a successful close with this race and praise is due to Mr. Watson, the umpire, and to the numerous other officials for the creditable manner in which they discharged their duties.

AFTER IT WAS OVER.

THE RETURN FROM THE LAKE—THE JUBILATION AT THE TOWN—AN EXCITEMENT THAT WAS UTTERLY BOUNDLESS—DISCUSSING THE DAY'S ACHIEVEMENTS—DARTMOUTH CLAIMS THIRD PLACE—THE UTMOST CORDIALITY BETWEEN EVERYBODY, EVEN HARVARD AND YALE.

From Our Own Correspondent.

SARATOGA, N. Y., Wednesday, July 14.

The return from the regatta was made in a perfect crush of vehicles and horse-flesh. So great was it that even those who had important demands on their time were rendered frantic by their inability to go at greater speed than a decent walk. Where all the conveyances came from was marvelous. They filled the roads from fence to fence as far as the eye could reach. Everybody was naturally anxious to get back to Saratoga to join in the general jubilee. It would have been remarkable if such a crowd of persons in such a state of hilarity could have returned on a long and densely-packed road without some accident or casualty occurring. A couple of horses were killed—whether by overwork or accident, I cannot say. They lay by the roadside dead—that was all. In the boisterous demonstrations of the students they were forgotten, and pleasanter circumstances greeted the eye at every step of the way home. The houses and cottages hung out the colors of the victors, and every one wore the same except the collegians who were truly loyal to their own and grew hoarse shouting their own watchwords. As we neared Saratoga the hubbub increased, and the town itself was in perfect uproar. The boys in large bodies, arm in arm, paraded the streets, singing and cheering before the hotels, until the graver people caught the infection and shrieked in unison. The glee club furnished the vocal music, and sang all the afternoon and evening at the various hotels, to the intense delight of the younger ladies and gentlemen. Before dusk the Columbians, who, after having taken their boat to Ingram's, their quarters, came down to town, were met by the throngs and lionized as only enthusiasm and youth could lionize them. They were carried around on the shoulders of their friends, shown to the folks on the piazzas, and mauled in a rough but good-natured manner. They were great until the Cornells arrived in triumphal procession, accompanied by their chums, and headed by a band of music. The excitement was boundless, and the air was filled with sounds of joy and general rejoicing. Day passed into evening and everything waned into night, and still the throes of rejoicing blended with the hum of voices discussing the merits of the crews.

It was not until the hour of preparation for the ball drew nigh that the boisterous notes of gleeful students died out and comparative quiet supervened. Then, in calmer accents, the boys alone, forsaken for the nonce by the fair sex, who had retired to dress, debated the achievements of the day's contestants, and told what their expectations had been. The Captains of the crews were at leisure to shake their comrades by the hand for the first time during this long day, and were pleased with the race. Of course each knew that all could not be winners, and agreed that the regatta had been fairly won by Cornell. Capt. Goodwin, of the Columbia crew, told me, however, that he was confident that he could have beaten Cornell had there been two hundred yards more to row; that they had done so well was marvelous, considering that the crew had not practiced together for a week, Mr. Murphy having had a very sore hand, which was bad even to-day. Hence the crew had lost its swing, he said, and pulled the first mile before they got into anything like it. Then, too, the breaking of an outrigger at almost the last moment interfered with their success, and helped to insure their defeat. Capt Robinson, of Dartmouth, was proud of his men, and said that, had the water been smooth, they would have shown Harvard a closer pair of heels. As it is, he is resolved to claim third place to-morrow, because he believes his boat crossed the finish before the Harvards. At all events the two boats were very close together when the race ended.

In regard to Princeton much disappointment is felt, and I must say that there were, up to a late hour to-night, serious apprehensions concerning Parmly, of her crew, who fainted and lost her the race, if ever she had any chance for it. He only had a felon on his finger, and was literally unable to do his work. The pain caused by his exertions overcame him and he fainted. He is said to be a strong man so far as his muscle and bone are concerned, but his training, effected by the use of dumbells and gymnastics, was defective and did not develop staying powers, which were necessary to a successful oarsman. His lungs and heart are declared to have been out of keeping with his physical appearance, and he succumbed easily. The race is now ended, and I am happy to say that evil feelings engendered by the success of the Columbia crew last year have no repetition here to-night. Harvard and Yale have buried the hatchet, and have paraded the streets arm in arm this evening. The utmost cordiality prevails everywhere, and students look forward to to-morrow's sports with pleasant anticipation.

THE REGATTA BALL.

SCENES OF JOY AND BEAUTY AT THE HOTELS—THE PRESENTATION OF THE TROPHIES TO THE WINNERS—THE FINAL BLAZE OF GLORY.

From Our Own Correspondent.

SARATOGA, N. Y., Wednesday, July 14, 1875.

The inter-collegiate ball, or rather three balls, for that number are going on at the United States, Grand Union, and Congress Hotels, tickets being good for all, is a grand affair. A constant stream of gentlemen and ladies, in full evening dress, has been passing and repassing all the evening between the three hotels. The Grand Union hall is going on in the theatre in the extreme rear. The room is devoid of extraneous decoration, but is well filled and dancing is being vigorously indulged in. The United States hall is also in the large dancing hall in the rear. The three large chandeliers are hung with ribbons, representing the colors of the various competing crews, Cornell's being largely predominant, and around the walls are hung cards inscribed with names of the different colleges. Here, too, there is an immense crush, but the great jam is in Congress Hall, where the event of the evening has just taken place. The bridge across from the hotel to the ball-room is fairly aglow with Chinese lanterns. Inside, the beautiful hall is covered with bunting, and chandeliers are stuck all over with little pennants colored to represent all the crews. The toilets of the ladies are, as a general rule, in excellent taste; a few are perfectly magnificent. The music struck up simultaneously in the three places at 10 o'clock.

At midnight the champion pennants and cups were formally presented to the winners by ex-Gov. John T. Hoffman. They have already been fully described in THE TIMES. The presentation gave an opportunity for the final outburst of enthusiasm of the week. Cheer after cheer from the men, and clapping of hands and waving of handkerchiefs from the ladies, made the rafters shake. College answered college in fraternizing harmony, until the noise finally died out from sheer hoarseness and exhaustion. After the presentation, dancing was resumed and the festivities were kept up until a late hour this morning.

THE NEWS IN THIS CITY.

INTENSE EXCITEMENT THROUGHOUT NEW-YORK—THE CROWDS IN PRINTING-HOUSE SQUARE—COMPLETE SURPRISE TO THE MAJORITY OF THE BETTING FRATERNITY—CORNELL IN THE FIELD IN SOME PLACES—SCENES ABOUT THE HOTELS—COLUMBIA CONGRATULATED ON HER GOOD STANDING.

The intense excitement which had prevailed in this City for several days over the anticipated result of the College regatta, fairly culminated yesterday when the news was received that Cornell had won, and that Columbia was second. Immediately the excitement in the vicinity of THE TIMES, corner of Park row and Printing-house square, was intense, and hundreds crowded around to ascertain the news and gather further particulars. The first bulletin displayed read as follows: "Cornell Wins!"

"Hurrah for Cornell!" went up in chorus. "Where is Yale?" "Where is Harvard?" was asked on every hand, but the problems were voted hard ones, and the crowd "gave them up." In a few moments another bulletin appeared as follows: "Cornell arrives first, Columbia second, Harvard third, Dartmouth fourth, Yale fifth." The news flew like wildfire throughout the City. Soon hundreds of newsboys were selling extras of the various afternoon papers, and all the telegraph offices were besieged.

Probably the most quiet and unconcerned locality in the City was at Columbia College, East Forty-ninth street, near Fourth avenue. The college at this season of the year is always deserted, and yesterday afternoon nobody was present except the President and a Secretary. These gentlemen seemed duly impressed with the honors won by their boys in gaining second place in the race, but further than that they could give no idea what action would be taken when the club returned, of whether they would return to New-York in a body before the opening of the Fall term of the institution.

AT THE POOL-ROOMS.

At the head-quarters of the betting fraternity at the various pool-rooms the excitement was intense, and large crowds gathered early in the day for the purpose of catching the first news and obtaining the first information as to how their investments had turned out. At all these places Yale had been the favorite from the start, although the splendid victory won by the Cornell Fresh

TWEED'S BAIL.

THE MOTION TO VACATE THE ORDER OF ARREST.

DAVID DUDLEY FIELD'S ARGUMENT IN REPLY TO MR. PECKHAM—JUDGE BARRETT RESERVES HIS DECISION.

An unusually large audience for Supreme Court, Chambers, assembled in that court-room yesterday to hear the concluding arguments on the motion made on behalf of William M. Tweed to vacate the order of arrest under which he is held in the civil suit brought against him in the name of the people of the State, or to reduce the amount of bail from $3,000,000, at which sum it is now fixed. It was thought probable that Mr. Charles O'Conor would follow Mr. Peckham in an argument in opposition to the motion, but upon an intimation from him that he deemed it unnecessary to add anything to Mr. Peckham's argument, Mr. David Dudley Field proceeded to make the closing argument on the side of Tweed. Commencing with a statement of the proceedings which had been had in the former suit by the people, with which he claimed the present one to be inconsistent he said:

The defendant is now under arrest, and makes application to vacate the order of arrest or have the bail reduced, and the question is presented whether, according to the law of the land, the defendant can be arrested and kept in prison until he finds what no human being can find, bail in $3,000,000. In other words, he is committed without bail, because that is its equivalent. It is no argument to say that the defendant is charged with a great wrong; whether it will be proved or not depends upon the trial. The question now is, whether before the trial and upon ex parte affidavits it is permitted by the law that the defendant shall be committed without bail in a civil action. This is a question which concerns the liberty of the citizen, and is of the gravest character. You know and I know that the country is filled with rings, real and fancied; the Tammany Ring, the Canal Ring, the Whisky-house Ring, the Custom-house Ring, the Carpet-bagger's Ring are a few of them. On the theory upon which this action is based, namely, that a member of a ring is accountable for the spoils of all, and may be imprisoned without a trial even upon ex-parte affidavits, the party in power in the National or State Government has a tremendous engine with unity to influence and to annoy its adversaries. This case is presented to you in three aspects. The first, how stands this case supposing it were the first and only one? Second, how stands this case knowing that it is the fourth? Third, how stands the order of arrest knowing that an attachment has been taken out and used in the case before the arrest? In the first place, the suit is brought upon a complaint not verified, because the affidavit of Mr. Peckham is not a verication within the law. The code says that "if a complaint is filed on behalf of the State it may be verified by any person acquainted with the facts." But what does Mr. Peckham know? "That deponent has diligently investigated and made himself acquainted with the facts in the complaint, and is so acquainted with the same." But Mr. Peckham is not acquainted with the facts in the judgment of the law, and cannot be. Besides this affidavit of Mr. Peckham, there is the affidavit of Mr. Tilden, made in another suit long ago, and not repeated here, and there are the affidavits of Garvey, Ingersoll, and Keyser, three men who avow that they themselves robbed the City, who are themselves let go scot free with their plunder, and who come forward to charge the defendant as an accomplice. These are the facts, not one of which is not explainable and consistent with the theory that the charge is not true. Furthermore, they charge that this Court-house cost a great deal more than it ought to have cost, but most assuredly this building did not grow up, was not erected without cost, and they can only sue us for the excess as having been wrongfully stolen, and the amount of the excess is not shown. All they profess to trace is the defendant is $322,000, and upon what the ry can a court say that he can be held for a larger amount than that? Even admitting every allegation put forward in their complaint, upon what principle of justice can you hold him for more than that amount? Again, how can it be said that this suit has any foundation at all, when the Court of Appeals has decided in the Mayor's case that this suit or a similar suit cannot be maintained, and why is it persisted in, based upon the same state of facts which existed in the other case? It is said we are apt to lose sight of the ancient landmarks of the law, and all the guarantees of personal right; on no other theory is it to be explained that the plaintiffs in this case have disregarded consequences staring us in the face, fourteen acts have been obtained from the Legislature, retrospective in then character, to affect the defendant. When the history of these times comes to be written, it will be the blackest history of all, that overleaping all judicial precedents the Legislature has sought a law to indict a defendant. I have no doubt that nothing but the Constitution has prevented the passing of an act of attainder against Mr. Tweed, but these are virtual acts of attainder. They are acts intended to affect him in a manner no known to the law when the transactions took place with which he is charged. Among these is this law: "Where any municipal body or municipal corporation for any public necessity has heretofore without right been obtained by any one, the State has in every such case the right of action for the same and for any damages for its obtainment." One of two consequences follows—either that rehabilitates and puts on its feet the action that was then pending against the defendant, or it is prospective only in its operation. Its discontinuance in one suit and renewing it in another is nothing but a ceremony, a legerdemain, a juggler's trick. I submit that the County of New-York, as exp'ained by the Court of Appeals, is a county by itself, with creditors and debtors, having its own treasury, and it must pay its own debts and collect its own revenues, and it is not competent for the State to take them away. If it operates only for the future, it is unconstitutional; if it operates for the past, it merely puts the old suit on its feet. I suppose that I am in error, and that the State is empowered to exact of the defendant $3,000,000 bail, the whole theory of bail is subverted. The theory of bail is that every man, before judgment shall be pronounced against him, is entitled to his liberty, on reasonable security that he will be to becoming. The great statute adopted in England in the reign of William and Mary, and which has been ingrafted into the laws of this State and of the Union, proclaims that no man shall be imprisoned if he can procure reasonable bail, except in a few capital cases, and in the case of Wilkes, 19th Howe's State Trials, Chief Justice Pratt, of the Common Pleas, lays down the rule of "good bail, moderation to be observed, and such as the party may be able to procure." Now as to how stands the case as the fourth. Mr. Peckham says in his affidavit presented to Judge Davis that the other action has been or will be discontinued. He avows here that he did not intend to pay the costs, because he could not get it from the State Treasury and we could not get it ourselves. So we have the admission that when this arrest took place that action was not intended to be discontinued; nay more, we had no notice of its discontinuance from the time the order was signed until the 5th of April. He alleges the suit was discontinued on the the 6th of April, and my answer is that it is of no consequence because he had obtained the order of arrest; but, says he, the case of the people is different from an ordinary case. Turning to the second revised statutes 553, sections 13 and 14, I find that it held that "every suit or proceeding in a civil case instituted in the name of the people of the State shall be subject to all the provisions of law respecting similar suits or proceedings when instituted in the name of a citizen, except when otherwise provided." Now, it is clear that at the time the order of arrest was taken out there was a previous action still pending, in which the defendant was held to bail in the sum of $1,000,000, and in which his bail had the right to take him at any time and put him in jail. Suppose that the first suit was not discontinued when the order of arrest was given, does that relieve the plaintiff? Can they discontinue one suit and bring another and hold the defendant to bail? Certainly not. It is a legal maxim that no man shall be arrested twice for the same cause, and the opinion of Judge Hogeboom, in the case of Appleton vs. Daly adds the force of authority to it. I now pass to the third branch of this argument when is that the order of arrest must be set aside, because previous to its service the plaintiffs had used the attachment. The plaintiff now says that the attachment has proved ineffectual. Can you, under the law of this State, use an order of arrest when you have already used a warrant of attachment on the same action? I don't deny that you might apply to a Judge for the two on the showing of a proper case; that you may hold them to use whichever you see fit, but when you have used one you have made your election, and you can't go on with the other. The reason is clear: there is absolute incompatability in them. It is impossible to maintain that these two things can be used at the same time, and in this respect the Code has changed the law. Formerly you could deposit in satisfaction of the order of arrest; now the law allows you deposit the money and then you may get bail and take the money back; but if you are allowed to attach the property you cannot do that.

Mr. Field then proceeded to show the authorities upon which his argument was based. Arrest the defendant or attach the property, says the New-England courts. Judge Leonard, in a case involving an alleged illegal disposition of $277,000, held the defendant in $100,000 bail, because a bail large as the amount said to be stolen was unreasonable. Judge Daniels, giving an opinion on a motion to vacate says: "The plaintiff cannot proceed against him in both modes of procedure at the same time." Mr. Field, in concluding, repeated his arguments and submitted the case to the decision of the court.

At the close of Mr. Field's argument, Judge Barrett directed the papers to be handed up, including the briefs of counsel. Mr. Field said he wished to have a copy of the brief of the opposing counsel, and said he would oppose the handing up of any other or more extended brief than that which had been used on the argument. This being acceded to, Judge Barrett took the papers, reserving his decision.

THE BROOKLYN BOARD OF CITY WORKS.

A meeting of the Brooklyn Board of City Works was held yesterday, President Woodward in the chair. The President, by a resolution unanimously carried, was authorized to certify to the Mayor that the outlet to the Third avenue sewer required improving, and to ask for authority to extend it to deep water, at the foot of Twenty-eighth street. Arrangements were made to sprinkle Fourth avenue at a cost of $75. The price of setting gas lamps on Newell street, between Norman and Van Cott avenues, was fixed at $1,287, and a contract was ordered to be executed with A. D. Bishop for repairing Wallabout Bridge, the contractor to give a bond of indemnity in $3,000. The following appointments were made: James Kerrigan, Superintendent of repair yard; John P. Short, foreman; Thomas O'Brien, machinist; Peter Nolan, blacksmith; Patrick Connolly, carpenter; Samuel Probasco, watchman; John Fletcher, Martin Gillen, James Meldum, Frank Corboy, Henry Corboy, and John Corboy, caulkers, and thirty-one laborers.

SUMMER ROBBERIES.

FRUITLESS EFFORTS OF THE POLICE TO CAPTURE THE PERPETRATORS OF THE DANSER AND VAN SLYKE ROBBERIES—EXPLOITS OF PRETENDED PLUMBERS.

On Tuesday Capt. Kennedy, of the Ninth Precinct, received information which led him to believe that one Frank Moss, a noted sneak thief, had been concerned in the bold robbery at the residence of Mr. Matthias Danser, the retired gambler, at No. 48 West Eleventh street, on Monday last. The Captain was informed that Moss had been lounging in the vicinity of the house for several days preceding the robbery, and on the morning on which the outrage was perpetrated he had been seen at Eleventh street and Sixth avenue, apparently on the watch. As his personal appearance tallied to some extent with the indefinite description of one of her assailants given by Mrs. Danser, Capt. Kennedy concluded to arrest him. Several officers were sent in search of him, and yesterday morning he was arrested and lodged at the Charles Street Police Station. The prisoner was subsequently arraigned before Superintendent Walling, who directed Capt. Kennedy to take the young man, who gave his name as Frank Demond, to Mrs. Danser's house to see if she could identify him. These orders were complied with, but Mrs. Danser failed to identify him. She said positively that she had never seen him in her life before. This statement settled the matter so far as the prisoner's supposed complicity in the robbery was concerned. Capt. Kennedy was informed, however, that Moss was wanted in Hoboken, N. J., for a robbery committed there recently, and Chief Donovan, of the Hoboken Police force, was summoned. On seeing the prisoner, he stated he was not the man wanted. Moss was accordingly discharged.

Excepting the above, there is nothing to report in regard to the case. No other arrests have as yet been made, although Detectives Henderson and Slevin, of the Fifteenth Precinct, and several Central Office detectives, are at work upon the matter. The Police believe that even if the thieves are arrested, Mrs. Danser will not be able to positively identify them.

There were no new developments yesterday in relation to the robbing of Mrs. Van Slyke, at No. 4 Mangin street. No additional facts have been ascertained from the victim of the outrage, and nothing has been learned by the Police as to the whereabouts of the ruffian who so outrageously assaulted the old lady and robbed her. In Police circles, the robbery of Mrs. Van Slyke is looked upon as a far bolder exploit than the one which occurred at the house of Mr. Matthias Danser, in West Eleventh street, as in the former case there were other persons in the house besides the woman attacked by the thief, who was alone; besides two dogs were in the room at the time and kept up an incessant barking during the struggle between the woman and her assailant. Capt. Clinchy has in his possession a very accurate description of the ruffian who attacked and robbed Mrs. Van Slyke, and it is expected that his arrest will follow. Mrs. Van Slyke says that she can positively identify her assailant if he is arrested. No arrests have yet been made by the Police.

On Tuesday afternoon two young men, dressed like mechanics, called at the residence No. 316 Madison avenue, the occupants of which are at present in the country, the house being left in charge of a housekeeper. They rang the bell and the housekeeper answered the summons. The young men stated that they were plumbers and had been sent to repair the water-pipes. The housekeeper, knowing that the water-pipes were in good order, and fearing some trick, refused to admit them, and the young men threatened to complain to her employer. The housekeeper subsequently learned that no plumbers had been sent to the house, and there is no doubt that the young men were thieves, who had adopted this ruse to effect an entrance into the house.

A similar attempt was made a few days ago, by men pretending to be plumbers, to enter the residence of Superintendent Walling, in Nineteenth street, near Second avenue. Miss Walling, the Superintendent's daughter, answered the ring at the bell, but the story of the bogus plumbers was too apparent, and the sagacious young lady shut the door in their faces.

A CUSTOM-HOUSE SEIZURE DISPUTED.

In March last Mrs. Bernheim, a milliner in Union square, while in Paris, purchased a stock of goods, which she forwarded to Liverpool to be shipped to New-York by the White Star Steam-ship Line. In the transit one case was lost, and she held the steam-ship company responsible for it. She then returned to New-York, and a week or two ago received a telegram from Messrs. Ismay, Imray & Co., the Liverpool agents of the company, to the effect that the case had been found, and asking instructions as to what should be done with it. She at once replied, asking them to send it to New York immediately. They shipped it by the Adriatic, entering it on the "parcel manifest," as it was too late to enter it on the "merchandise manifest," and the goods were duly landed here on the arrival of the vessel. The parcel manifest is kept open until two hours before the vessel sails, but the merchandise or general manifest is closed one day earlier, and it is alleged that the only reason the package was placed on the former was that it was not received in time. Upon its arrival the package was seized by Inspector Ellis and taken to the seizure-room, together with two other cases and a trunk, as has already been published in THE TIMES. Mrs. Bernheim went to the Custom-house yesterday and exhibited her invoice and bill of lading. She said she had no intention of passing the goods as samples, because they were merchandise, and, so far as she knew, had been shipped in a perfectly proper and lawful manner. She had given no directions about them beyond asking that they might be sent to her as soon as possible. It is thought that her statement will prove satisfactory to the Custom-house authorities, and that the goods will be delivered upon the payment of the regular duties.

LEGISLATIVE INSPECTION OF QUARANTINE.

The Assembly Committee on Quarantine, consisting of Speaker McGuire, Chairman, and Messrs. Schuyler, Gedney, Alvord, and Wachner, left the foot of Whitehall street, yesterday, at 11:30 A. M., in the steamer Nelson K. Hopkins, on a tour of inspection of the Quarantine Department. Among the invited guests were Assemblymen T. Cooper Campbell, S. C. Desser, Jacob Hess, Stephen D. Stephens and James Dailey, John M. Curtis, Gen. James McQuade, D. W. Judd, George Steers, of the Quarantine Commission; Health Officer Vanderpoel, Dr. Moshier, Dr. Hull, of Brooklyn; Hiram Calkins, Clerk of the Assembly; Mr. George Hopey, of the United States Coast Survey; John R. Lynch, Hon. Richard Schell, and a number of others. Shortly after 12 o'clock the excursionists reached Hoffman's Island, where the committee viewed the hospitals and appointments, all of which were in excellent order, though at present untenanted. At 1 o'clock the party returned to the boat, and after a short sail down the lower Bay, and an inspection of the Quarantine burial ground, proceeded to Dix Island. During the trip lunch was served in the main cabin of the Hopkins. At Dix Island the committee landed and made a thorough examination of the hospital, dispensary, store-houses, &c. An hour was spent in this manner, when the whistle of the Hopkins sounded the "recall," and the steamer returned to Clifton. Here the committee and their guests were received by the quarantine officials and conducted to the residence of Dr. Vanderpoel, where refreshments were provided. After a short interval spent in strolling about the grounds the party remembarked for New-York, arriving at the foot of Whitehall street at 7 P. M. The committee will commence an examination of the financial affairs of the department at the Metropolitan Hotel to-morrow.

COMMODORE DECATUR'S RELICS.

Andrew Jackson Decatur, grandson of Commodore Stephen Decatur, died in this City on the 11th inst. He left a brother, Stephen Decatur, sisters, Marion S. Decatur and Anna P. D. Parsons, and John Decatur Parsons, and Susan Teneyck Parsons, minor children of a deceased sister. In his will he named John Parsons and Anna P. D. Parsons as his executrix. He left his sister, Mrs. Parsons, a spy-glass and glass globes, "part of the spoils of the first prize captured by an American man-of-war." To John Parsons, his brother-in-law, he left his grandfather's Masonic medal, with instructions to leave it at the death of the legatee to St. John's Lodge, of this City, unless some member of the family other than the legatee shall become a Mason meantime. He leaves to his nephews, William Decatur Parsons, two swords bequeathed him by his father, John P. Decatur, and to Stephen Decatur he bequeaths a dressing case.

AID FOR THE FRENCH SUFFERERS.

A number of French residents from the inundated district, in the central part of France, have held a meeting and organized to raise additional funds for the relief of their suffering countrymen, including many of their nearest relatives. A permanent organization was formed by the election of officers as follows: President, M. Giraud; Vice President, M. H. Dupin; Treasurer, M. Gambier; Secretary, F. Roque. A committee to receive subscriptions was appointed, composed of Messrs. E. Giraud, of No. 119 Bleecker street; H. Dupin, at Delmonico's; M. Gambier, No. 194 Bleecker street; F. Roque, No. 115 West Houston street; A. Larrieu, No. 113 West Twenty-fourth street; Cyprian Faure, No. 160 Third avenue, and R. Tenae, University place.

LAW REPORTS.

A WOMAN TRIED FOR FORGERY.

THE ATTEMPT TO DEFRAUD THE NASSAU BANK OF $19,400—STORY OF AN UNFORTUNATE GERMAN GIRL.

An interesting forgery case—interesting from the fact that the prisoner was a woman—was tried before Judge Sutherland, in the Court of General Sessions, yesterday. The case was that of Caroline Blank, alias Pell, alias Hoffman, a young and prepossessing Austrian girl, charged with presenting a forged check for $19,400 to the paying-teller of the Nassau Bank. The arrest of the girl at the time created considerable attention, and many believed her story. From the evidence produced by District Attorney George Lyon it appeared that on April 17 the prisoner presented to the paying-teller of the Nassau Bank a check, numbered "926," drawn to the order of Mrs. Caroline Pell by Warder, Mitchell & Co., of Springfield, Ohio, for $19,400, in full payment of her claim. The check was indorsed "Caroline Pell," and bore the signature of Warder, Mitchell & Co. in verification of the correctness of the indorsement. The teller, on seeing the amount of the check, passed it over to the Cashier, and directed the woman to take a seat in the inside office. The Cashier questioned the woman as to how she came by the check. Finding that she did not understand English, he availed himself of the services of Mr. Albert Scheider, a customer, who interrogated the woman in German and interpreted the answers. The story told by the woman was that she had arrived from Germany with her mother some time before, and had proceeded to Springfield, Ohio, where she owned property belonging to her deceased husband. This property she had disposed of to Warder, Mitchell & Co., and had received the check in her possession in payment. She also stated that her mother was in company with her, and was awaiting her return at the St. Nicholas Hotel. The officers of the bank referred to their books and discovered that they had already paid out money on a check corresponding in number with that presented by the woman, and being convinced that the latter was a forgery, sent for Superintendent Walling. Warder, Mitchell & Co. were also telegraphed to, and they pronounced the check a forgery. On hearing the woman's story, the Superintendent decided on releasing her, and detailed two detectives to shadow and arrest her should her representations prove untrue. On being released the woman wandered aimlessly around the streets, evidently not knowing whither she went, and was finally accosted by Detective Hart, who accompanied her to the Hotel de Cologne, where she said her mother was waiting for her. Application at the hotel showed that the young woman's mother did not stop there, whereupon the detective took her into custody and conveyed her to the Central Office.

The above facts were testified to by the bank officers and Detective Hart; and John B. Wiseman, Cashier for Warder Mitchell & Co., proved that the check in question was, in his opinion, a forgery, the check bearing the corresponding number having been already issued before the date of the check presented by Mrs. Pell.

At the close of the case for the prosecution Mr. Howe, counsel for the prisoner, moved that the court direct the jury to acquit, on the ground that the evidence did not justify a conviction. The motion was denied by Judge Sutherland.

The prisoner then took the stand, and through the interpreter, Dr. Rosenthal, stated that she was twenty years of age, and a native of Vienna. She made the acquaintance of a man named Joseph Haber in Germany, and came with him in this country on the steamer Schiller on Feb. 4. She was betrayed by this man, and lived with him in Hoboken until the day of her arrest. He treated her cruelly, and she informed him that she would leave him. He thereupon told her that as soon as she obtained some money on a check which he would give her, she might go where she pleased. He then brought her over to New-York, gave her the forged check, taught her what to say to the bank officers, and instructed her how to write the signature "Caroline Pell," explaining that the second name was the English for Blank. She, being utterly ignorant of the criminal nature of the act, did as directed by the man, and was surprised on finding herself detained at the bank. On being released, she went to the St. Nicholas Hotel, where Hamer had agreed to wait for her, but could not find him, and was subsequently taken into custody. She stated that she knew nothing whatever of the English language, and merely acted as the tool of Hamer, whom she was anxious to get rid of.

Counsel for the prisoner did not sum up the case, leaving the matter in the hands of the jury.

District Attorney Lyon contended that the actions of the prisoner were unquestionably those of a guilty person, and although she may have been ignorant of the details of the swindling operation in which she was engaged, she must have been aware that she was aiding and abetting in an attempt to defraud. The fact that she was a woman and a stranger should not prevent the jury from doing their duty and finding her guilty. The question merely belonged to the court alone, and should not be taken into consideration by them.

Judge Sutherland then delivered a fair and impartial charge, and the jury retired. After deliberating for three-quarters of an hour the jury announced that there was no possibility of their agreeing upon a verdict, and they were discharged. The prisoner was remanded.

UNITED STATES SUPREME COURT.

THE TRAFFIC IN COTION UNDER THE ACT OF 1864—VALIDITY OF THE BONUS EXACTED.

Nos. 7 and 11.—7. *Andrew Hamilton et al. vs. Joseph R. Dillon.*—In error to the Circuit Court for the Middle District of Tennessee.

11. *Samuel McClelland et al. vs. The United States.*—Appeal from the Court of Claims. Mr. Justice Bradley delivered the opinion of the court.

This was an action of assumpsit brought by the plaintiffs in error against the defendant in error to recover a charge or bonus of four cents per pound laid by the latter upon the cotton purchased by the port of Nashville, Tenn., from August, 1863, to July, 1864, for permits to purchase and ship to the loyal States certain lots of cotton, amounting to over 7,000,000 pounds. This payment was one of the fees or charges required by the regulations of the Treasury Department to be made as a condition of carrying on the said trade between those portions of the insurrectionary States within the lines of occupation of the Union forces and the loyal States. By the bill of exceptions it appears to have been admitted on the trial that the defendant was acting Surveyor of Customs at Nashville during the period in question and was the only person that could grant the necessary permits, that the plaintiffs had in their possession, as owners or factors, various lots of cotton, specified in the bill of exceptions, which had been purchased in pursuance of the license of the President and the regulation of the Secretary of the Treasury in that regard, that they applied to the defendant for permits to ship and transport such cotton from Nashville to a loyal State, and that the defendant, in obedience to said regulations and instructions, refused to grant such permits except on payment of the four cents per pound. It is also admitted that the regulations were well and publicly known at Nashville, and directed seizures and confiscation of all cotton shipped without such payment or permit, and that the plaintiffs made no formal protest against the payment of the charge, but paid the same, and that the same was paid by the defendant into the Treasury of the United States before the commencement of this action. It was also admitted that during said period Nashville was within the lines of military occupation of the United States. The plaintiff then put in evidence the Treasury regulations in force at the time of the shipment of the cotton in question. These regulations prohibited the transportation of goods or merchandise to or from any State or part of a State in insurrection, except under permits, certificates, and clearances, as provided therein; and the Surveyors of the Customs at Nashville and other places were designated as the officers to grant such permits. Authority to purchase and transport goods was to be granted only to those who should make the prescribed affidavit, and enter into bond to pay all fees required by the regulations; and no permit was to be granted for such purchase and transportation, except upon the payment of such fees, or the giving of a bond to secure the same. The fees referred to and appended to the regulation and making part thereof, consisted of various items and charges to be paid, and, among others, "for each permit to purchase cotton in an insurrectionary district, and to transport the same to a loyal State, per pound, four cents." This is the fee or charge which was paid for the permit to purchase and transport the cotton in question, and which is sought to be recovered. The plaintiffs insisted and requested the court to charge, substantially as follows: That this exaction was illegal and void, that it was essentially a tax and not authorized by any act of Congress, which alone has the power to impose taxes; that even if it were authorized by law, the law itself was to that extent unconstitutional and void, and that under the circumstances and state of facts agreed upon by the parties, the payment was involuntary, and no protest was necessary to entitle the plaintiffs to recover back the money thus illegally exacted. The court refused to charge as requested by the plaintiffs, but charged as follows: First—That the act of July 13, 1861, entitled "An act further to provide for the collection of duties on imports, and for other purposes," conferred power upon the Secretary of the Treasury to authorize the exactions mentioned in said plaintiffs' declaration; second, that whether said act of July 13, 1861, conferred such power or not, the action of the Secretary in imposing and of the defendant in making said exactions was ratified and made valid by the act of July 2, 1864, entitled "An act in addition to the several acts concerning commercial intercourse between loyal and insurrectionary States, and to provide for the collection of captured and abandoned property and the prevention of frauds in states declared in insurrection," third, that plaintiffs could not maintain action to recover back said actions, even if they had been illegal, for want of having protested against them at the time of payment. To this charge exceptions were taken, and we are called upon to decide as to the correctness of these propositions. There can be no question that the condition requiring the payment of four cents per pound for a permit to purchase cotton and transport it from the insurrectionary States during the late civil war was competent to the war power of the United States Government to impose. The war was a public one. The Government in prosecuting it had at least all the rights which any belligerent power has when prosecuting a public war. That war was itself a suspension of commercial intercourse between the opposing sections of the country. No cotton or other merchandise could be lawfully purchased in the insurrectionary States and transported to the loyal States without the consent of the Government. If such a course of dealing was to be permitted at all, it would necessarily be upon such conditions as the Government chose to prescribe. The war power vested in the Government implied all this without any specific mention of it in the Constitution. In a long opinion the court reviews the question presented and affirms the rulings and judgement of the court below.

The second case is decided by the judgment in the first.

COURT NOTES.

District Attorney Nolan, in General Sessions, yesterday, accepted a plea of attempted burglary from John Nichol, charged with entering the room of Henry Gillum, a guest at Barnum's Hotel, and stealing therefrom a gold watch valued at $30. The prisoner was sent to State Prison for two years.

John MacDonald, alias Evans, alias "the Kid," charged with stabbing Warren Illingworth, of No. 1,107 Third avenue, on June 5, pleaded guilty to assault and battery, in the Court of General Sessions, yesterday, and was sent to the Penitentiary for one year.

In the Court of General Sessions, yesterday, William Almengo, charged with stealing $68 20 from the person of Frank Eagle, of No. 60 James street, in the Atlantic Hotel, at Oliver street and Bowery, on the night of July 8, was found guilty and sentenced by Judge Sutherland to eight years in State Prison.

POLICE COURT NOTES.

Two young men named William Simpson and James O'Brien were committed yesterday for examination by Justice Kasmire, at the Yorkville Police Court, on a charge of stealing a gold watch from Gustave Ohse, of No. 249 East Fifty-sixth street, a comp ion.

Berthold Wollheim, a clerk in the employ of Seligman Frier, of No. 724 Lexington avenue, was committed for trial yesterday, at the Yorkville Police Court, on a charge of embezzlement. Mr. Frier, the complainant, alleges that Wollheim has stolen from him at various times during the past three months over $300.

Early yesterday morning, Mr. William J. McKee, who occupies a room on the top floor of No 58 Great Jones street, discovered a stranger man in his apartment busily engaged in packing up such valuables as were lying about. Mr. McKee at once made the fellow a prisoner, and sending for Officer Hanlon, of the Fifteenth Precinct, turned him over to his custody. At the Washington Place Police Court, yesterday, he gave his name as John F. Mayer, and was committed in default of $2,000 bail for trial. He pleaded guilty.

DECISIONS.

SUPREME COURT—CHAMBERS.

By Presiding Justice Davis.

Wright vs. Howes.—Order of reference granted.

Wright vs. Howes.—Motion denied, without costs.

By Judge Barrett.

Beyer vs. Haas.—Order settled.

SUPREME COURT—SPECIAL TERM.

By Judge Van Vorst.

King vs. McNamara et al.—Findings and decree settled and signed.

SUPERIOR COURT—SPECIAL TERM.

By Judge Speir.

Davidson vs. Butler.—The plaintiff's action is in contract. The contract is in writing, and contains a promise to convey real estate, a breach, and consequent damages. The statement that the defendant retained the plaintiff's abstract forms part of the allegation averring the breach of defendant's contract, adding force to such averment, but does not make the complaint one for a wrongful conversion. Demurrer overruled, with costs.

John Lacmazzini vs. Maggy Lacmazzini.—Judgment for the plaintiff.

The National Trust Company of the City of New-York vs. Roberts et al.—The defendants may file an undertaking *nunc pro tunc* as of the day of filing notice of appeal. The security must be sufficient in amount required by the statute.

Keck et al. vs. Werder.—Let an order be prepared and set before me on notice embodying substantially the terms proposed by defendant's counsel.

COMMON PLEAS—SPECIAL TERM,

By Judge Lawrence.

Seyer vs. Wade.—Motion denied without prejudice. See memorandum.

In the matter of Hubbel et al.—Report confirmed and decree ordered.

William Jones vs. Anna S. Jones.—Divorce granted.

In the matter of Valtenberg.—Report confirmed and special guardian authorized to contract.

Conley vs. Drear.—Motion denied with costs to abide the event.

In the matter of Suckow.—See memorandum.

THE GRAND JURY AND THE LOADER CASE.

The Grand Jury of Kings County, which has been in session during the past week, completed their labors yesterday, and it was stated in the District Attorney's office that they would make their presentments this morning in the Court of Sessions before Judge Moore. No information could be obtained as to the cases in which they have found true bills, but it is believed that Loader will be indicted. The consideration of this case has largely occupied their attention during their deliberations, and was not finally disposed of until yesterday, when Justice Riley, before whom Loader was examined on a charge of perjury, was examined as a witness in the case. The evidence of Mr. Beecher, Mrs. Tilton, and Mr. Pearsall was taken last week. In case the Grand Jury find a true bill against Loader, which is now regarded as certain, District Attorney Britton will move for his trial to take place next week.

Yesterday afternoon the members of the Grand Jury paid an official visit to Raymond Street Jail.

CAPT. M'CULLAGH'S ACCUSER ARRESTED.

Annie Small, alias Mollie Small, alias Mollie Rush, of No. 100 East Thirteenth street, was arrested yesterday on a charge of perjury preferred by Capt. McCullagh, of the Seventeenth Precinct, and committed for examination by Justice Kasmire, at the Yorkville Police Court. The accused recently testified before the Legislative Committee on the Increase of Crime, that Capt. McCullough and the late Police Commissioner Gardner forced the door of her residence at midnight and abducted the child Theresa Small; also, that Capt. McCullough attempted to dissuade her from appearing before the committee as a witness. These allegations, the Captain avers, are false. The woman was locked up in default of bail. Her counsel, Mr. John D. Townsend, subsequently obtained from Justice Kasmire seven summonses for witnesses in her behalf.

RIGHTS OF PRINTING-PRESS PATENTEES.

Some time since the holders of the patent right for the Bullock printing press filed a bill in equity in the United States Circuit Court, praying for a temporary injunction restraining THE TIMES from using the Walter printing press, on the ground that it was an infringement of the Bullock patent. The case came to a hearing yesterday before Judge Blatchford, who denied the motion, holding that the plaintiffs had not made out a case warranting the order prayed for. The case now goes over for final argument on the merits of an application for a permanent injunction, when an exhaustive presentation of the claims of both parties will be made to the court.

BOY BURGLARS.

Early yesterday morning Officer Mulvey, of the First Precinct, found three boys under a stoop at No. 3 Pearl street. He arrested them, and found in their possession several canvas bags which they confessed they had stolen from the premises of William Dorcy, No. 204 Monroe street, which they had burglariously entered. The boys, who ranged from eleven to fourteen years old, gave their names as William Austin, James McKay, and James McGee. They were arraigned at the Tombs Police Court yesterday and held to answer.

COURT CALENDARS—THIS DAY.

SUPREME COURT—CHAMBERS.

Held by Barrett, J.

Nos.
107—Nathan, &c., vs. Kitchen, &c.
179—Ullmann vs. Hass.
72—Anderson vs. Berry, &c.
95—Bailey, &c., vs. Sauter, &c.
184—Bechstein vs. Hirsch, &c.
185—Poole, &c., vs. Conner, Sheriff.
186—Union Dime Sav. B'k vs. Dwessel et al.
187—Poole et al. vs. Conner, sheriff.
1—Duclos vs. The Church of the Puritans (No. 1.)
2—Same vs. Same, (No. 2.
3—Same vs. Same. (No. 3.)
36—Industrial Ex. Co. vs. Morgenthau.
53—McGlen vs. Connor.
69—Erie Railway Co. vs. Gould.
71—Furniss vs. Furniss.
88—Ehrlisner vs. Thorne, Jr.
92—Carter vs. Baldwin.
103—Lazier vs. Nelson.
104—Same vs. Same.
170—Matter of Fower, &c.
180—Allen vs. Kobbe.
189—Locke, &c., vs. Willmore, &c.
190—Matter of Finelli, &c.
191—Richards vs. Richards, &c.

COURT OF GENERAL SESSIONS.

Held by Sutherland, J.

John Brennan, Joseph Fields, and John H. Fields, burglary.
James Hogan, felonious assault and battery.
Edward McGrath, felonious assault and battery.
Charles Harrington, grand larceny.
George Thompson, grand larceny.
James O'Connor, grand larceny.
George Herbert, grand larceny.
John Moore, grand larceny.
Edward West, grand larceny.
Abraham Alexander, grand larceny.
Gustav Mellen, grand larceny.
John Moore, grand larceny.
Emma Burns, grand larceny.
Marcus W. Hearn, grand larceny.
George Anderson, petit larceny.
Thomas McNamara, petit larceny.
John Sullivan, petit larceny.
Jacques Monnais, disorderly house.
Susan Sanford, assault and battery.

FINANCIAL AFFAIRS.

SALES AT THE STOCK EXCHANGE—JULY 14.

SALES BEFORE THE CALL—10 A. M.

$5,000 H. & St. Jo. 8s, c.	83½	100	Lake Shore	c.	58⅞
50 Mariposa L. & M. Ass'm't Paid.	10⅜	300	do	s3.	58⅞
		400	do		58⅞
100 Erie Railway...s3.	14⅝	300	do		59
200 do	14⅝	700	do		59⅛
10 do	15	1000	do	s3	59⅛
1600 Western Union.	80	500	do	c.	59¼
200 do...s5.	80	200	do	s5.	59⅛
1200 do	80⅛	100	do		59⅜
500 do...s3.	80⅜	1000	do	c.	59¼
1000 do	80¼	300	do		59¼
100 do...b3.	80⅜	1000	do	s3.	59¼
500 do	80⅝	2600	do	s3.	59⅜
600 do	80¼	200	do		59⅜
100 do...c.	80¼	2400	do		59⅜
200 Pacific Mail	40⅜	700	do		59¼
200 do...b3.	40⅜	100	do	c.	59¼
200 do	40¼	100	do		59⅜
100 do...s3.	40⅜	1500	do	s3.	59¼
100 North western	39⅜	700	Union Pacific	s3.	73⅞
do	39¼	100	do		73⅝
200 St. Paul	34⅜	100	do	s3.	73⅝
100 do	34⅜	150	Northwestern Pf.		50
200 do...c.	34½	100	Rock Island		104¾
50 St. Paul, Pf.	57¼	100	Tol. & Wabash		5
20 Pac. R. of Mo.	50½				

GOVERNMENT STOCKS—10:15 AND 11:30 A. M.

$5,000 U.S. 6s, 81, C.	122	$30,000 U. S. 5s, 10-40	117⅜
10,000U. 5-20 C. '67	120⅝	20,000 do	117¼
5,000 U. S. 5-20 C. '64	118	5,000 do	117¼
5,000 do	117¾	5,000 U.S. 5s, 10-40 C.	118¼
4,000 U.S. 5-20 C. '65	120¼	5,000 do	118⅜
2,000 do...b. c.	120⅜	5,000 do	118¾
		10,000 do	12.118

FIRST BOARD—10:30 A. M.

$5,000 Tenn 6s, o.b.c.	50	100	Chic. & R. I. b. c. s.	3	104⅝
3,000 D.C. 3-65s, b.c.	72¼	100	do		104⅝
1,000 Mo. 6s, L. B.	100¼	500	Con. Coal		46½
2,000 E. H. & N. 1st.	25	10	O. P. M. S. & Co.	b. c.	40⅛
2,000 N. J. C. C.	111	100	do	s3.	40
1,000 C. & N. W. con.	97	100	do		40⅛
36,000 C. & N. W. con. scrip, G. bds.	82½	500	do		40¼
1,000 Erie 6ths	97⅝	100

The New York Times.

NEW-YORK, THURSDAY, JULY 15, 1875.

AMUSEMENTS THIS EVENING.

OLYMPIC THEATRE.—VAUDEVILLE AND VARIETY ENTERTAINMENT.

GILMORE'S CONCERT GARDEN.—GRAND INSTRUMENTAL CONCERT by 100 performers.

CENTRAL PARK GARDEN.—SUMMER-NIGHT CONCERT under the direction of Theo. Thomas.

ROBINSON HALL.—GIROFLE GIROFLA—(English Opera Bouffe.)

METROPOLITAN MUSEUM OF ART.—EXHIBITION OF ANCIENT STATUARY, PAINTINGS, &c. Day only.

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THE NEW-YORK TIMES is the best family paper published; it contains the latest news and correspondence. It is free from all objectionable advertisements and reports, and may be safely admitted to every domestic circle. The disgraceful announcements of quacks and medical pretenders, which pollute so many newspapers of the day, are not admitted into the columns of THE TIMES on any terms.

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The Sunday Edition, per annum.....2
The SEMI-WEEKLY TIMES, per annum.....3
The WEEKLY TIMES, er annum.....2

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We cannot notice anonymous communications. In all cases we require the writer's name and address, not for publication, but as a guarantee of good faith.

We cannot, under any circumstances, return rejected communications, nor can we undertake to preserve manuscripts.

THE UP-TOWN OFFICE OF THE TIMES.

The up-town office of THE TIMES *is located at No. 1,257 Broadway, between Thirty-first and Thirty-second streets. It is open daily, Sundays included, from 4 A. M. to 9 P. M. Subscriptions received, and copies of* THE TIMES *for sale. Dealers supplied at 4 A. M.*

ADVERTISEMENTS RECEIVED UNTIL 9 P. M.

Persons leaving the City for the Summer can have the Daily TIMES *mailed to their address, postage prepaid, for one dollar per month.*

Another State seems to be secured to the Republican Party next Fall—Wisconsin. Ex-Senator CARPENTER, as our correspondent assures us, is "stronger in the State to-day than ever before," and it was never very probable that the idle calumnies of a newspaper correspondent would injure him among the people who knew him best. The Republican Party is now united, and it has taken up a sound and honorable position in reference to questions of national finance. While our party holds to that ground, it cannot fail to win. We expect to see it carry Ohio beyond a question, and we doubt whether Gov. TILDEN'S loud boasts about Canal reform in New-York will neutralize the effects of such a victory as that would be. But we recommend our friends, both in Wisconsin and Ohio, not to count their chickens before they are hatched.

Several correspondents have written to us to correct what they suppose to be an error in our paragraph of the 10th inst., directing attention to the operation of the Currency act of Jan. 14, 1875. In that paragraph we pointed out that the "net actual change produced by the bill in the amount of currency is a reduction of about twenty-four millions, ($23,963,360.)" This statement was based on the fact that there had been an increase of bank circulation of $1,974,826, a withdrawal of greenbacks by the Treasury of $6,228,420, and a deposit of greenbacks in the Treasury to retire bank circulation, of $19,709,666. Our correspondents have written under the impression that this last sum was only legal tenders, deposited with the Redemption Bureau, and counted, under the provisions of the law of Jan. 14, as a part of the reserve of the banks, being, therefore, the same as if it were in their vaults. This impression is, in fact, erroneous. The legal tenders referred to are deposited for the purpose of permanently retiring a corresponding amount of bank circulation, and are, therefore, an actual deduction from the currency. One of our correspondents also refers to the fact that the act of Jan. 14 reduced the reserve required of the banks about $30,000,000, and practically added that amount to the *circulating* currency. We were, of course, aware of that fact; but it remains true that while the sum of twenty-four millions, to which we called attention, is permanently withdrawn, the sum of $30,000,000, which the law allowed the banks to release, is still in their vaults—twenty-five millions over the legal reserve, being, on the average, held by the banks of New-York last week.

In the Cotton States Congress, yesterday, two incidents occurred which indicate a very unfortunate condition of public sentiment among the constituents of the delegates—if we can regard the delegates as really representatives of their sections. Among these was the passage of a resolution asking the Government for aid to build three railways across the Appalachian Mountains, two of them to reach points in Tennessee, and one to reach Macon or Atlanta. This indicates the schemes with which Congress will be besieged next Winter, and which can do no good to any one but the lobbyists. Another unpleasant feature was the passage of a resolution calling on the Government to pay the interest on all its bonds in legal tenders. This is, of course, advocacy of mere robbery, and it is strange that the delegates to the congress do not see that even the proposition of such rascality is of the greatest injury to their own interests. The South needs capital, which must largely come from abroad, and it is suicidal for it to proclaim the doctrine that capital can be made to take its interest, not in money, but in irredeemable promises to pay, worth at the moment only eighty-five cents to the dollar, and which since their issue have been as low as forty cents.

One of our City thieves has at last been dealt with in a way which we commend to the notice of the Police, no less than to that of private citizens. Mr. JOHN MILLER happened on Tuesday night, to be standing at the corner of a street waiting for a car, when a stranger suddenly seized him round the waist and snatched his watch. Mr. MILLER did not shout for the Police, for that would almost certainly have been useless. He seized the thief, pinioned his arms behind his back, and marched him off to the Seventeenth Precinct Station-house. Many persons placed in the same position would have been contented to regain their property and let the thief go. JOHN MILLER set a much better example, and if there were more men like him in the City, the streets would be less infested than they are at this moment with professional criminals.

One lesson which the boat race of yesterday will teach the rowing man of the period is that, while under-training may lose a match, over-training is not less certain to produce the same result. According to all accounts, the Yale men were badly fagged before the race began—they took up their quarters at a house where no sleep or quiet could be obtained, and where a good night's rest was almost out of the question. Moreover, they had been over-trained, and "looked worried"—so say the correspondents. The same remark was made about the Harvard men. Nevertheless, all these young men worked well and bravely yesterday, and they need not take their defeat much to heart. They will carry off the honors one of these days, and so, we hope, will the Wesleyans, who, although not so much petted, are not less deserving of winning the victory.

AT SARATOGA.

The great boat race of the year is over, and the excitement of college oarsmen, graduate and undergraduate, will now subside as rapidly as that of standing soda water. Learned allusions to the Isthmian games (*lucus a non*, for there there were no boat races,) may be left for eleven months by the Sophomores to the editors of the sporting newspapers—that is, all this may happen when the rejoicings are over for Cornell's gallantly and hardly won victory. A goodly degree of pride may Cornell honestly take in the position she has won. She carries off the honors in both the races this year; and when we remember that last Autumn she took both the prize and the honorable mention for literary essays in the intercollegiate contest, producing two that, by their great positive merit, surprised the judges, her advanced position as to mind and muscle is not to be questioned. It is only fair to say, however, that in the literary contest she did not have to meet Harvard and Yale among her competitors. Second in the boat race comes Columbia, the victor of last year, with hardly a leaf of her twelve-months crown faded; for Cornell certainly might, and probably would, have changed places with her save for the misfortune of a broken oar—a vexatious accident, the consequences of which, however, must be taken as part of the chances of such a struggle, and borne with equanimity. For moral as well as physical endurance is a benefit to be derived from this athletic discipline. And if, after the old Southern fashion, we were inclined to limit our sympathies by State boundaries, we might glorify New-York not a little upon an occasion when her oldest college and her youngest take the first and second places in a contest with such veteran victors as Harvard and Yale, and when the victory this year is one of New-York over itself last year. But we would much rather leave such narrow pride among the things of the dead past, and regard these yearly contests as the friendly strife of fellow countrymen—which only, indeed, it is; for wherever our colleges may be situated, their Alumni come from all quarters of the land.

As to the athletic or physiological aspects of the race, there is hardly sufficient warrant for important inferences. The indications of the match seem, however, to be decidedly in favor of age as an important element of success in such physical strife. Of the three leading crews, the average age of the first, Cornell, is 22⅛ years; of the second, Columbia, 21 1-6, and of the third, Harvard, 20½. Now, of these, Harvard had much the most muscular crew, their average weight being 169 pounds to an average height of 5 feet 10½ inches; while Columbia's average was 166 pounds to 5 feet 10 inches, and Cornell's 159 pounds to 5 feet 9½ inches. Thus it will be seen that the order of age in these crews was just inversely that of apparent muscular force; while it was directly that of the positions they took in the race. True, there are facts in regard to the remaining crews which are not entirely in accordance with this inference; but discipline and training account for these in a great measure, and it is safe to look to the three leading crews for strong indications at least of the requisites to victory in coming contests. And these indications are encouraging in every respect. The difference of two or three years at the beginning of the third decade of man's life is of more consequence than would be supposed, except by close observers. A man's full strength cannot be looked for before he is twenty-three years old, and is rarely attained before he is twenty-eight. Nor can the endurance or "staying" power of adolescouts be much relied upon. To overtask it is sometimes ruinous. It is well, therefore, on all accounts to select crews from the elder no less than the more strongly-built undergraduate oarsmen, as those who are to bear the trials of the severe training necessary for these contests, and for the shorter, but sharper and severer trial of the contests themselves. This is a point upon which we need the teachings of experience and of physiology; for we are too much inclined in all matters to push our lads into men's places.

In other aspects the race compares very favorably with that of last year. Notwithstanding the large number of entries for the race, and the difficult and delicate task of separating so many long-oared shells from each other, in an exciting struggle, only by buoyed lines, there appears to have been no interference or unpleasant feeling worth mentioning. This it is pleasant to record; and it is to be hoped that the scenes of last year will never be repeated, and will be soon forgotten. In one respect, however, it would seem that the present arrangements for this race might be improved upon. It can hardly be that there is no water where it might not be just as well rowed as upon Saratoga Lake. Saratoga, in the Summer time, is not exactly the best place to send a throng of undergraduates from all parts of the country. The crews themselves may be under such strict discipline that they may be protected against temptations to which their college-mates might yield. About this season of the year, Saratoga is made a rendezvous of men and of women who would take an interest in a college race, but in nothing else pertaining to collegiate life; and the temptations to gambling and all sorts of dissoluteness have for years been great there, and if we may judge by some lively accounts that have reached us, they are manifestly increased these last two years by the great event of the season. Now, what our college oarsmen want is not dissipation, but simply a good stretch of still water, and their comrades and friends looking on. This, we should think, might be found on some quiet river or lake in New-England or New-York, where there would be all the advantages and none of the disadvantages of Saratoga. With which suggestion we give our parting cheer to the victors, and bid them look well to their laurels.

MORE DEMOCRATIC "REFORM."

Since the famous "era of investigations" began, some years since, the once-common charge of bribery in legislatures has gradually become less frequent. It is now revived in States where hungry Democrats are in power, and the model "Reform" Party in the model State of Connecticut is among the first to suffer from the aspersion. When Mr. EATON'S party secured the ascendency in Connecticut, it was the newest broom that ever promised to sweep clean. It was to purify the State of all the old leaven of Republican unrighteousness, elevate the moral standard of American politics, and generally bless the race with the freshest and best pattern of public virtue. Senator EATON went to Washington big with ideas respecting the usurpations of Executive power and the crimes of "this corrupt Administration." One would suppose, to read the speeches of this furious old "war-horse," that he had waked up from a sleep beginning with the middle of the rebellion and ending with a nightmare of Democrats out of office. The idiotic performances of his fellow-Democrats in other States never disturbed the tranquil EATON. He blew his horn as vigorously and persistently as though he had been the Gabriel of a new resurrection—a man rising to a new era of virtue and morality.

Somehow, the promises of the Connecticut Evangelists of Reform do not hold good. The very first thing the stern Reformers did was to "go for" the offices, and they scrambled after these in the most ignoble and undignified manner. Legislators and politicians fell over each other in their rude haste to get a snatch at the good things while they were to be had. The rough and tumble struggle of the New-Hampshire Democrats, and the wild dance of the "Fool Legislature" of Indiana, were nothing to the antics of the famished gentlemen of Connecticut. There was not enough provision to go round. The supply of plunder was not equal to the demand. Thrifty politicians of small calibre—and these predominate in the Democratic majority of the Connecticut Legislature—began to murmur. Something must be done. It is reported, on the authority of well-informed people, that members from the Counties of Litchfield and Fairfield offered themselves, or were offered, for sale at the price of $300 a head on single vote. It has been objected that this is a low figure. Some of Senator EATON'S friends, adepts in legislative methods, may think this is "throwing away" influence. But then, the times are hard, and "Reform" Democrats have had no opportunity to sell out at any price. Moreover, it is said that the broker who conducted the negotiation expressly stipulated that this was a transaction based on principle. If there were any general interest felt in the question involved, the crafty go-between declared, he and his friends would spurn the bribe; but, so long as it was a purely local affair, not "concerning the general good," why, they would go for the measure for a consideration which was described by holding up three fingers. It appears, therefore, that Connecticut Democratic reform applies only to large sums of money and to questions of corresponding importance. The reformation which began with the election of Mr. EATON has not got down to the small towns. The gentlemen accused are from the district of that eminent Democratic Reformer and Congressman, Mr. W. H. BARNUM. This gentleman is also a man of wealth, and his firm hold on his district shows how strong is his grip on the "Reformers."

With a rare stroke of humor, the legislative body which is thus wickedly derided by the newspapers at first proposed to expel the correspondent who had told abroad the story of the bribery. It was thought a good joke to turn out the reporters, and so make an end of it. But, after private caucus, the Reformers thought better of it, and resolved to have an investigation. Think of a Democratic Legislature, hardly yet warm in their seats, making an inquest for bribery! The occasion does not furnish a very auspicious opening for the great reform party of New-England. We have heard so much of good intentions and virtuous resolutions, we might be excused if we were deluded into believing that these people were in earnest. They are probably just as sincere as those of their brothers who promise to "uphold the national faith" by repudiation, and return to specie payments by way of inflation. Curious people on the outside will look on and wait for the end of the legislative inquiry in Connecticut. There have been great hopes entertained of Mr. EATON'S "Reform" party. It makes a bad beginning when it is brought up with a charge of bribery.

THE DETECTIVES.

Recent events having brought our general Police management, but more especially our methods of detecting criminals, to public attention, it is proper that we should again urge those reforms in our detective system which we have had frequent occasion to say are necessary to the public security and to a strict enforcement of the laws. Crime is always furtive, and its followers should be furtive also. Our system is based on the very reverse of this plan. Our thieves and desperadoes have no more familiar acquaintances than our detectives. This is the principal evil of our system. In its wake come ills almost without number.

This is not the first time we have felt called upon to suggest that our detective system can be amended. We have frequently said that the first step is to abolish the precinct detectives, and we are confirmed in this opinion by the late revelations before the Legislative Investigating Committee. It has been proved, almost beyond doubt, that these precinct detectives are little better than black-mailers for the benefit of themselves and the Captains whom they serve. Their chief business seems to be the levying of tribute upon the disreputable elements of society in order that, for a pecuniary consideration, illegal licenses may be given to outrage public decency and transgress the laws. When we remember that from the precinct detectives the force of detectives at Police Head-quarters is invariably recruited, it is easy to understand why the latter have the stigma of corruption upon them. The stream cannot rise higher than its source, and the precinct detective, being promoted to Head-quarters, takes with him the memory of intercourse with thieves as the first, last, and only recourse of efficient detective work.

What are the remedies for the evils which are so obvious to us all? First of all, to abolish the precinct detectives, and to concentrate all detective work at Head-quarters, under the immediate supervision of the Superintendent of Police. Other reforms are urgently needed; but the one to which we have now called attention is the first of all. If the Captain of a precinct has no detective of his own—no confidential man—there will be an instant end to the lawless black-mailing and protection of the disorderly classes which has become so disgracefully prevalent. No Captain of Police dare go in his own person to demand his share in the gains of the infamous traffic of panel and gambling houses. He always sends his precinct detective, and through this channel receives his share of the illicit profits of a vile trade, which he is paid by the people to suppress altogether, but which, for his own emolument, he protects. It is clear, therefore, that the first need of all is to abolish the precinct detectives.

But this is not all. Any one having any knowledge of the workings of our Police system knows that there is not one of the Head-quarters detectives whose value to the service does not depend upon his intimacy with the lawless classes. The detective who is best known and has the most familiar acquaintance among thieves is, under the present system, the most valuable member of the force. The inference is plain. Crime can only be detected and criminals brought to justice by compounding felonies. A burglary being committed, the detective goes to a burglar on whom he has a "pull," and by promises of protection in future cases, gets information which leads to the recovery of the stolen goods, for which a reward is offered; but he rarely troubles himself to secure the thief. From such a method as this nothing but evil can ensue, and the remedy is to sever all connection between the thieves and the officers of the law.

This desirable result can be easily attained. In the first place, we must have a body which might properly be called invisible detectives. They must be unknown to the thieves, unknown to each other, unknown to any one except the Superintendent of Police. To these men should be given the duty of detecting crime; but they should in no case bring it to punishment, and that task should invariably be assigned to the known detectives or to the Patrolmen. In other words, the admirable features of the detective service of Paris, Vienna, and other European cities should be engrafted upon our system. To accomplish this highly desirable result, one other matter must be taken into consideration, and that is the fact that the laborer is worthy of his hire. At present, experience and the rare shrewdness necessary for the useful detective counts for nothing. Mr. ELDER, with his successful career of a score of years as a detective, has the same pay as the Patrolman who was appointed yesterday. If we intend to make our detective service honest and efficient, we must pay it something near the worth of its service. Let us do this. Abolish the precinct detectives, establish the unknown espionage of criminals, pay decent wages to all men fit to be employed in detective service, place them all under the direct supervision of the Superintendent of Police, with such ample powers that we can hold him personally responsible for their actions; then, and not until then, can we hope to have a detective service that will not be a mockery of the demands of the age.

OUR ARCTIC TERRITORY.

The report of Mr. HENRY W. ELLIOTT, who visited Alaska last Summer as a Special Agent of the Treasury Department, has just been printed at the Government Office. The volume, of nearly 300 pages, is entitled *A Report Upon the Condition of Affairs in the Territory of Alaska.* Lieut. WASHBURN MAYNARD, of the Navy, was associated with Mr. ELLIOTT, and was directed to make an independent report, of which we have yet heard nothing. Mr. ELLIOTT was an Assistant Agent of the Treasury at St. Paul's in 1872 and 1873. He has had opportunities for making extensive observations, and he seems to have been a zealous and active, if not always a very accurate, observer. We should not, however, accept without question such of his conclusions as depend upon any process of reasoning, nor hastily adopt his recommendations, especially when the interests of the Alaska Commercial Company are in any manner involved. Concerning the operations of this company, further information is very much needed. After making all allowances which seem necessary, it is due to the Special Agent to say that his report contains much valuable information.

The law directed an investigation into the haunts, habits, and value of the fur seal, the condition and extent of the fisheries, statistics of the fur trade, and the condition of the people. We should judge from the report that the land must be worthless for agricultural purposes; that no extensive and well-stocked "cod banks" are to be found, though the canning of salmon, with which the rivers abound, may become a reasonably profitable industry. There is no evidence of mineral deposits of any commercial value. In short, our Arctic Territory, for which $7,000,000 in gold was paid, does not appear to be able to sustain any profitable industry other than annually catching and skinning a hundred thousand of the seals that frequent St. Paul's and St. George's Islands, and hunting the rapidly disappearing sea otter, and a few other less important fur-bearing animals. That portion of the report which relates to the Prybilov group of four small islands, which are the only haunts of theseal in the Northern Seas, is, therefore, especially interesting and important.

The Prybilov Islands were discovered by the Russians in 1786-7—nearly a hundred years ago. They were then uninhabited. Six companies at once established themselves upon the islands. In 1799 a monopoly of the Alaskan trade was given to the "Russian-American Company." The sealing business was very badly managed for a few years, till the company began to see that precautions must be taken to preserve the seals from annihilation, or that their monopoly would soon become valueless. The rules then established secured the object so well that they still continue in force. But for this foresight of the old Russian Company, the seal of the Northern seas would have been long ago exterminated. The experience of the Russians should be a lesson to America. It appears from the Russian accounts, that about the year 1817 a perceptible diminution in the number of seals was observed, and they continued to decrease till 1834. Then the management of the company was changed, and the rules above mentioned were adopted, and the increase of seals began and continued till 1857. Mr. ELLIOTT thinks that since that time there has been little change in the numbers, and that the islands afford "hauling grounds" for few, if any more than now visit them each year. By careful surveys and estimates he concludes that the seals on the breeding grounds, or "rookeries," last Summer, including the young, numbered 3,193,670, and that the "bachelor" or male seals, from one to six or seven years old, which are not permitted by the breeding seals to come upon the same grounds with them, numbered 1,500,000, making the whole number of seals upon the islands nearly four and three-quarters millions. The law requires that only 100,000 "bachelor" or non-breeding seals should be annually captured. Mr. ELLIOTT endeavors to show by a variety of arguments that the law is strictly complied with, and that its violation is impossible. We suppose the Alaska Company would make the same arguments, and doubtless do make them. But we confess we should like to have some evidence of the correctness of the premises on which the arguments rest, besides the statements of the company and any one agent which the Government can send to the almost inaccessible isles.

The only communication with the islands is by means of the company's vessels and a United States revenue cutter which pays an annual visit. No other vessels, except such as may be in distress, are permitted to land. The company has a monopoly, therefore, of all the trade, and has the power to reduce the people to a condition little better than slavery. Upon the company they are certainly all dependent. A letter from Mr. WILLIAM H. DALL, of the Coast Survey, who has lived nearly ten years in the Territory, shows that the natives are in a wretched condition of ignorance and poverty, and that they suffer great injustice at the hands of the traders, for which no means of redress are provided. Mr. ELLIOTT takes pains to controvert such of Mr. DALL'S statements as reflect upon the Alaska Company, but we must say that Mr. DALL'S letter reads like a manly and independent expression of views honestly entertained. Moreover, the condition which he describes is the natural result of the relations of the rich company to the poor and dependent people. The Government should protect every resource of our Arctic possessions, and secure the greatest annual revenues possible from them, to the end that they may repay at least the interest on the purchase money—if that is possible. Mr. ELLIOTT'S report seems to us to illumine the dark subject just sufficiently to show the need of more light, and we hope that measures may be taken to discover as speedily as possible the true condition of affairs in the Territory of Alaska.

OBITUARY.

GEN. GUILLAUME HENRI DUFOUR.

A cable dispatch announces the death of the Swiss General in Chief Dufour. Guillaume Henri Dufour was a native of Constance, born in 1787, of a family originally residents of Geneva, in which city he received his early education, applying himself especially to mathematics. Entering the Paris Polytechnic School in 1807, he received a commission in 1809, served creditably in the last campaigns under the Empire and was made a Captain. After Napoleon's fall he engaged in the service of the Helvetian Confederation, and rose to the grade of Colonel. Later, under an appointment from the Diet, he superintended the triangulation of Switzerland, and served with distinction upon the corps of instructors at the military school of Thun. In 1840 he published some valuable military works. In 1847, at the age of sixty, he received the appointment of General in Chief, with the command of an army of 100,000 men directed against the "Sonderbund," an alliance of several cantons formed during the civil contest over the expulsion of the Jesuits. The war was brief. At a grand engagement in November, 1848, the Sonderbund forces were routed and the alliance overthrown before Austria, France, and Prussia could interfere in its behalf, as was their intention. This brilliant campaign won for Gen. Dufour many national testimonials and the Diet voted him a sabre and a gratuity of 40,000 francs. Thus he has always been held as one of the founders of Swiss unity and liberty. His later civil duties were of a no less distinguished character. He was often the official envoy of the Diet to the French Court, and in 1850 he was a member of the Council of Geneva. A little later, charged with a mission to the French Government concerning the Neufchâtel affair, he brought that grave question to an honorable and pacific settlement. Among the honors of his life was his appointment as a grand officer in the Legion of Honor.

PHILADELPHIA MUNICIPAL NOMINATIONS.

PHILADELPHIA, July 14, 1875.—The following nominations were made to-day by the Democrats of this city: Clerk of the Quarter Sessions, Henry S. Hagert; Judge of the Common Pleas, E. Coppee Mitchell; Recorder of Deeds, William Ayres; City Commissioners, John H. Crawford and Thomas A. Fahy.

WISCONSIN POLITICS.

THE REPUBLICANS UNITED AND CERTAIN TO WIN.

THE PARTY UNANIMOUS IN THE SUPPORT OF AN ADMIRABLE TICKET—MR. LUDINGTON, THE CANDIDATE FOR GOVERNOR, A NEW-YORKER—A HARMONY PLATFORM—MATT H. CARPENTER TO TAKE THE STUMP—THE RAILROAD SITUATION—THE MYTHICAL "INDEPENDENT VOTER"—A REPUBLICAN MAJORITY OF FROM 10,000 TO 15,000 CERTAIN.

From Our Own Correspondent.

MILWAUKEE, Wis., Monday, July 12, 1875.

While a most admirable ticket has been nominated by the Republicans of Wisconsin, and an excellent platform adopted, the success of the party will, to a large extent, depend on Mr. Matt H. Carpenter, who is stronger in the State to-day than ever before. Under the circumstances it is gratifying to know that he will canvass Wisconsin this Fall as he did last Fall, and it is no wild statement to say that the Republican ticket will be elected by at least 10,000 majority. This is, properly, a Republican State, and the Reform (Democratic) victory of two years ago was due more to divisions in the Republican ranks than to any actual strength of the Democracy. That these divisions have united, the proceedings of the convention held at Madison last Wednesday clearly shows. All sorts of new breaks and difficulties had been predicted between what was called the Carpenter and the Howe-Cameron sections; it was understood that a test of strength would be made in an attempt on the part of Howe-Cameron to remove E. W. Keyes from the position of Chairman of the State Central Committee; and that the same combination would insist on the nomination for Governor of Hon. William E. Smith. But when the convention met the utmost harmony prevailed. Mr. Smith, feeling that Harrison Ludington would make a stronger run for Governor, in November, than himself, withdrew his name and advised the nomination of his rival by acclamation. No attempt of any importance was made to oust Keyes, and after all the nominations were made an old-time enthusiasm was developed among the delegates and has extended throughout the State. All the various dividing lines inside the party have been lost, and not a single Republican paper or individual but cordially indorses the action of the convention.

Hon. Harrison Ludington, the nominee for Governor, was born in Putnam County, N. Y. He has been a resident of Milwaukee since 1838, and has built up a comfortable fortune in the lumber business. As to his standing among the people here, it is only necessary to say that he is now serving his third term as Mayor of this city, which gives a Democratic majority of over 6,000. Last year he ran for Congress against W. P. Lynde, a popular Democrat, and reduced the Democratic majority in this district from 11,073 to 2,501. He has many admirable executive qualities, and will make a popular Governor. The remainder of the ticket is equally strong, and in its make-up the geography of the State has been consulted, but without sacrificing individual qualifications.

The platform is, in many respects, considered a model. It promptly does away with the absurd idea that the people of the West are inflationists. The resolution reads as follows:

"That we favor the early attainment of a currency convertible into coin, and therefore advocate gradual resumption of specie payments by continuous steps in that direction, in such manner as to disturb the business interests of the country as little as possible."

This really means resumption of specie payments, and nothing less. It is worded so as to conform to the resolution of the Iowa Republicans, it being thought advisable to observe some consistency between the various States. Considering the amount of talk that has been indulged in by one or two inflation journals in the North-west, it was somewhat surprising to find not one single advocate of rag money in the entire convention. And yet these delegates were selected from all parts of the State without their financial opinions being made a feature of the conventions that nominated them. The West has been greatly misrepresented on this question. When the issue came up by the veto of the Currency bill, the Milwaukee Chamber of Commerce reflected the opinions of a great majority of the Republicans of the State when it not only approved the veto, but urged a speedy return to hard money. The plank favoring a tariff for revenue only was another surprise, from its having met with eager support in the convention. A gentleman who was present during the deliberations of the Committee on Resolutions, (which was composed of representative men,) expressed to me his surprise that when it was proposed to introduce a free-trade resolution there was not one opposing voice.

As I stated above, the general feeling is that the result will depend largely on ex-Senator Carpenter. If he makes a canvass of the State, the Republicans will carry it, as they did last year, when he took the stump, and as they did not two years ago, when his services on the stump were somewhat cavalierly declined. It is safe to predict that Mr. Carpenter *will* make a canvass. The other night Mayor Ludington, the candidate for Governor, was serenaded, and after loud calls for Carpenter, the crowd went to his residence and called him out. In the course of his remarks he said he was proud of the ticket, and would take pleasure in stumping the State for it. This will involve a considerable sacrifice of his practice, which has grown to enormous proportions since he left the Senate, and exacts all of his time. As a matter of news, it may be said that he is retained in a case in Florida involving the validity of railroad bonds to the amount of $4,000,000. He has also a case in Illinois affecting the will of the late Stephen A. Douglas, and there is a rumor that New-York will soon have an opportunity to hear him in a case of great importance. Still, Mr. Carpenter has not ceased to be a Republican, and, though he has retired from politics so far as personal preferment is concerned, it is believed that he will bear his part in the coming campaign.

There is this to be said of the railroad situation in Wisconsin—there is a desire to deal more liberally with the railroads on the part of the people. Those in the East who condemned so deeply the action of the Legislature in its restrictions on railroads, did so without a full understanding of the provocations. The people had suffered long under the most unjust and exasperating oppressions and were abundantly justified in some effort to relieve themselves of the heavy burden. As a matter of course, acting after long suppression, they did too much. There is now, however, less of bitterness toward the railroads, and whatever effort is made toward their regulation will be made with a closer regard for the interests of stockholders, while being directed to the relief of the farmers. As they were first in pointing out the remedy for the people, the Republicans are also first to insist upon the adjudication of all the railroad difficulties on a basis of justice to both classes.

Looking over the entire field, it is difficult to find anything to prevent a grand Republican triumph. The dissatisfaction that existed in the ranks of the party has all disappeared, and it is now a plain issue between straight Republicanism and straight Democracy. The "independent voter" who figures so largely in political articles, and who existed for a brief period in this State two years ago, is now a Republican or a Democrat here. The Democratic policy is to renominate its entire ticket. There is an unwritten law in Wisconsin by which every officer is renominated for a second term. A failure to do this is considered in the light of a rebuke. While the present government of the State has been prominently incompetent, the Democrats are not sufficiently strong to dare such a rebuke. It will be impossible to get up any enthusiastic support of Gov. Taylor and the minor officers. On the other hand, the Republican nominees are individually popular, and that they will be followed enthusiastically the ratification meetings of last week abundantly testify. Ludington has the purely Western attribute of inviting (by his manner) people to address him as "bluff old Hal." His administration of affairs in Milwaukee has been marked by honesty and the greatest indifference to political policy, where economy was to be enforced. He has saved thousands of dollars to the city by his personal supervision of public affairs, and so thoroughly is it appreciated that he could retain the office of Mayor during his life if he desired it. Under these favorable circumstances I do not hesitate to predict that Wisconsin can be marked down as safe for between 10,000 and 15,000 Republican majority.

THE CLAIMS AGAINST VENEZUELA.

THE SUBJECT BEFORE THE CABINET YESTERDAY—THE ADJUDICATION MADE BY THE COMMISSIONER TO BE ADHERED TO.

WASHINGTON, July 14.—As the subject of the claims of the citizens of the United States against Venezuela was deemed of sufficient importance to be considered at a special Cabinet meeting yesterday, it may be stated that some of the claims were for war supplies furnished that country in its early struggle for independence, others for the forcible seizure of property, others for the violation of contract on the part of the Government, and others for acts of outrage and murder. After long delay, marked by forbearance on the part of our Government, which did not desire to add external menace and force to the internal dissensions of that country, it was proposed by the United States that Venezuela should assent to the adjudication of claims by a mixed commission. This proposition was accepted by Venezuela, and a treaty was negotiated for the submission of all pending claims to a tribunal of arbitration. Claims were presented amounting to the sum of $4,823,273, of which amount there was allowed $1,253,310, of which last amount the sum of $749,122 rested upon the award of the umpire. When the first installment of the awards fell due, Venezuela failed to make payment, and sent on an agent to Washington who interposed exceptions and objections to the conduct and acts of the American Commissioner, and urged that the awards be set aside. The House Committee on Foreign Affairs, in a report upon the subject in March, 1872, said: The testimony showed reasonable ground for complaint on the part of the Government of Venezuela. The complaints were of the following tenor: That powers of attorney were given in some of the cases to the American Commissioner, who received pecuniary compensation for executing the same. That an improper intimacy existed between the American Commissioner, David M. Talmage; the umpire, Señor Machado, and William P. Murray, who was the attorney of sundry claimants, and was also represented as being the Secretary of Legation, all the claims having to pass through his hands, and that Murray received from the tribunal certificates to the amount in most cases of one-half the sum allowed to the claimants.

Mr. Pile, formerly Minister to Venezuela, said that the only real obstacle in the way of an arrangement for the payment of the debt was the universal conviction at Caracas that many of the awards of the mixed commission were secured by fraudulent means, and were unjust to the Venezuelan Government.

Secretary Seward informed the Venezuelan Minister at Washington, in reply to his complaints, that he could see no adequate reason to warrant this Government in consenting that the claims upon which awards had been made by the umpire should be again brought in question, and that they must be regarded as standing upon the same footing as awards made by the Commissioners, to which the Government of Venezuela took no exception, and to expect from that Government in regard to all alike a faithful performance of the obligations, which were assumed in the most solemn form by the convention of 1866. Secretary Washburne, who succeeded Mr. Seward, took a similar view of the question, and Secretary Fish declined to permit a discussion of the subject while Venezuela was in default in its payments. The sums which Venezuela has paid to the United States for the creditors, do not amount in the aggregate to the overdue interest. As it in support of the position taken by the Department of State, Congress in February, 1873, passed an act declaring "That the adjudication of claims by the convention with Venezuela of April 25, 1866, pursuant to the terms of said convention, is hereby recognized as final and conclusive, and to be held as valid and subsisting against the Republic of Venezuela." This position is maintained by the Cabinet officers who held the council yesterday at the Department of State.

THE RED CLOUD AGENCY.

THE INDIAN COMMISSIONER ON PROF. MARSH'S LETTER—THE MAKE-UP AND INTENDED WORK OF THE INVESTIGATING COMMITTEE.

WASHINGTON, July 14.—The Commissioner of Indian Affairs makes the following statement in regard to the letter of Prof. Marsh, published this morning:

Some time ago Prof. Marsh returned from a Western tour, during which he visited the Red Cloud Indian Agency. About the time of his return numerous charges of misconduct in office against Agent Saville, of the Red Cloud Agency, which involved the character of the supplies and the manner of their distribution, appeared in a New-York journal and other papers, all calculated, apparently, to affect the Indian Office and the Interior Department over the shoulders of Agent Saville. Prof. Marsh came to the City of Washington, called upon me, and presented a sample of supplies, which he claimed came from Red Cloud, but which he had not verified personally. He did not call upon the Secretary of the Interior, nor did he communicate with him by writing. He was presented by the Postmaster General to the President, and reiterated these general and indefinite accusations. To all these the Secretary made no reply, as nothing had been presented to him definite enough to justify an answer. During the visit of the Sioux delegations to Washington in May last, Prof. Marsh made his appearance, and after remaining several days in the city without calling upon the Secretary or communicating with him, the Secretary being informed that he was present at one of the Indian meetings, introduced himself and asked the Professor to call at his office.

The Professor called and the Secretary requested him to give him in writing any grounds of complaint that he might have against the Indian service at Red Cloud's Agency, in order that he might examine and investigate them. This the Professor declined to do. The Secretary had previously requested the Board of Indian Commissioners to appoint persons to investigate these vague and indefinite charges. Thus matters stood until the board, of which Hon. Clinton B. Fiske is President, selected Commissioners to investigate Prof. Marsh's complaints. When the persons thus selected were appointed, the Professor was notified by the Commissioner of Indian Affairs of the appointment, and very politely requested to furnish the Indian Office or the Commissioners any information in his possession, or any proof at his command to sustain any charges which he might feel disposed to make.

The commission that has been appointed consists of ex-Governor Fletcher, of St. Louis; Hon. Benjamin W. Harris, of East Bridgewater, Mass., member of the present Congress; Hon. Charles J. Faulkner, of Martinsburg, West Va., a member of the Forty-fourth Congress, and a Democrat. The commission will proceed to investigate Prof. Marsh's complaints. This statement of facts is deemed due to Mr. Saville, the Red Cloud Indian Agent, to Prof. Marsh himself, and to the Indian Office.

MINNESOTA CROP REPORTS.

ST. PAUL, Minn., July 14.—The *Pioneer-Press* publishes this morning special crop reports from all parts of the State. From every quarter the prospect is good for above an average yield of all small grains, especially wheat and barley. Potatoes also promise to do unusually well, there being very little trouble with the bug this season. Corn is backward, but strong and healthy, and the weather is at present very favorable to its growth. Grasshoppers are reported in the southern portions of the State, but thus far have not done much damage.

ARRIVAL OF THE JAPANESE CENTENNIAL COMMISSION.

PHILADELPHIA, Penn., July 14.—Messrs. Sekizawa and Ishii, Japanese Commissioners to the Centennial Exhibition, have arrived in this city, and will continue to reside here

LATEST NEWS BY CABLE.

GREAT BRITAIN.

THE CANADIAN PREMIER ON THE RELATION OF ENGLAND TO HER COLONIES.

LONDON, July 14.—Mr. Mackenzie, the Canadian Premier, in a speech at Dundee last night, referred to the great resources of Canada. He contended it was quite consistent for two great nations to exist on the North American continent, governed differently and with differing political institutions. He was convinced that so long as Great Britain maintained her present attitude toward the colonies, friendship and confidence would be maintained.

INUNDATIONS IN THE VALLEY OF THE SEVERN.

LONDON, July 14.—Recent rains have swollen the rivers and streams in the valley of the Severn and caused serious inundations. A number of dwellings in Blackeney are flooded. The waters continue to rise rapidly, and there is great excitement.

THE MEETING TO PROTEST AGAINST THE GRANT TO THE PRINCE OF WALES A FAILURE.

LONDON, July 14.—The meeting called by the Radical clubs for to-night at Trafalgar square to protest against the grant for the Prince of Wales' Indian journey was a failure.

MOODY AND SANKEY COMING HOME IN AUGUST.

LONDON, July 15—5:30 A. M.—Messrs Moody and Sankey will sail for New-York Aug. 4, on the steamer Spain.

DEATH OF GEN. DUFOUR.

LONDON, July 14.—The Swiss General Dufour is dead.

THE AMERICAN RIFLEMEN.

THEIR MOVEMENTS YESTERDAY.

LONDON, July 14.—The American Rifle Team left Edinburgh for this city to day on the 10:15 A. M. train. They will arrive here to-night.

THEIR ARRIVAL IN LONDON.

LONDON, July 14.—The American Team arrived in this city to-night and proceeded quietly to their hotel. They will decide to-morrow morning on the latest proposition of the Council of the National Rifle Association.

TENTS FOR THE AMERICANS PITCHED AT WIMBLEDON.

LONDON, July 14.—The *Daily Telegraph* reports that tents for the American Team were pitched at Wimbledon yesterday.

FRANCE.

M. ROUHER ON THE RIGHT OF THE ASSEMBLY TO ANNUL AN ELECTION—A DEFENSE OF THE LATE EMPEROR.

VERSAILLES, July 14.—In the Assembly, to-day, M. Haentjens, Bonapartist, moved that the proposition authorizing a new election in the Department of the Nièvre within twenty days be declared urgent. The motion was rejected by a vote of 296 yeas to 335 nays.

M. Rouher continued the speech which he began yesterday, contesting the right of the Assembly to annul an election upon mere documentary evidence. He took occasion to declare on his honor and conscience that in denying the existence of the "Committee for Appeal to the People" he referred exclusively to the Central Committee having branches in all the departments. He alluded to a report of the Prefect of Police professing to expose an extensive Bonapartist organization, and announced that he desired to work upon the hatred and dread of Bonapartism in some quarters, a state of feeling which had been created in order to bring about the union of parties which established the Republic. He wished to defend the dead Emperor against calumny. The Legitimists and Orleanists, after 1830 and 1848, in the same way sought to defend their respective sovereigns.

Here the Legitimist and Orleanist Deputies loudly protested against the comparison of their Kings with Napoleon III., and the tumult was indescribable.

M. Gambetta shouted: "The blood of the 2d of December chokes you!"

M. Rouher, resuming, denied that the Bonapartists had tried to corrupt the Army, or had intrigued with the Socialists and Communists. Addressing the Left, he said, "Your object is to obtain a renewal of the vote overthrowing the Empire. We will give you no pretext for such a step. We will respect the Republican Constitution. But the Republic is the result of an ephemeral compromise of Radicals and Orleanists. The Legitimists centre their hopes on the revision of the Constitution. The Bonapartists exercise the same right to hope."

SPAIN.

GEN. DORREGARAY UNABLE TO PENETRATE INTO FRENCH TERRITORY—HIS REARGUARD ARRESTED ON FRENCH SOIL.

LONDON, July 14.—Advices from the Spanish frontier, received by way of Bayonne, report that Gen. Dorregaray, being unable to penetrate into French territory, has turned back in the direction of Barbastro. Six officers and 172 men belonging to his rearguard were compelled to take refuge in France, near Gavarnie. They were promptly arrested by the French authorities, disarmed, and interned.

Troops have been sent from Pau to guard the frontier.

Don Carlos is at Villa Real with a strong force.

THE ARTICLE IN FAVOR OF RELIGIOUS LIBERTY TO BE SUPPORTED BY A MAJORITY OF THE CONSTITUTIONAL COMMITTEE.

MADRID, July 14.—It is asserted that the article of the new Constitution embodying the principle of religious liberty will be supported, when it comes up for final action in the Constitutional Committee, by a vote of 23 to 10.

CHINESE CONSULS TO BE APPOINTED IN CUBA.

MADRID, July 14.—The *Imparcial* states that a diplomatic agent of China is coming to Madrid, and Chinese Consuls will be appointed in Cuba.

GERMANY.

KAISER WILHELM TRAVELING INCOGNITO.

MUNICH, July 14.—The Emperor William, strictly incognito, arrived here at 4:30 o'clock this afternoon. He was enthusiastically received by a large crowd of people. After dining at the railway station he proceeded on his way to Salzburg.

GREAT BRITAIN AND BURMAH.

THE BURMESE KING ASKED TO PERMIT THE PASSAGE OF THE TROOPS.

LONDON, July 14.—A special dispatch to the *Times* from Calcutta says: Further communication has been made to the King of Burmah regarding the passage of British troops through his country, and it is hoped that the King will yield.

HEAVY RAIN-STORM.

CINCINNATI, July 14.—The *Commercial's* Shawneetown (Ill.) special says the heaviest rain occurred yesterday that has fallen for many years. The track of the Springfield division of the Ohio and Mississippi Railroad in the vicinity of Mill Shoals is covered with water from three inches to two feet deep. It put out the fires of the engine to-day as the train came through it. The people in the bottom lands along the Ohio and Wabash Rivers are seriously alarmed on account of the threatened overflow of the rivers. A great many farmers have lost their entire crops by the flood.

THE BOOK TRADE CONVENTION.

NON-MEMBERS EXCLUDED FROM THE SALES—RESOLUTIONS ADOPTED LOOKING TOWARD GREATER UNITY OF THE TRADE AND THE SUPPORT OF PRICES.

NIAGARA FALLS, N. Y., July 14.—The Book Trade Convention assembled to-day at 10 o'clock A. M. The proceedings opened with an invitation from President Randolph to spend a few minutes in what he termed an "experience meeting," which was entered into with considerable spirit by the members generally and called out considerable humor. The Committee of Thirty reported a resolution that none but members of this association shall be allowed to participate in the book fair either as sellers or buyers, which was passed unanimously.

Whereas, It is the unanimous and settled conviction of this association that unless its principles and resolutions are vigorously carried into effect it will be impossible for honest booksellers longer to maintain themselves, that the best and most enterprising booksellers will rapidly withdraw their capital from the business, and in the end serious loss must come to the publishers as well as to the trade at large; and,

Whereas, We believe the time has come when by the hearty co-operation of all branches of our trade, the final blow may be struck at the evils of underselling, and pledging ourselves faithfully to stand by one another in measures necessary to that end, therefore

Resolved, That we as an organization do most respectfully and yet earnestly ask all publishers so to control the sale of their publications to jobbers and other dealers as to protect us in securing from the public the prices which they themselves have fixed on their own publications, and to prevent undersellers from purchasing at rates that will enable them to sell in violation of the rules of this association.

Resolved, That dealers may continue to use the same methods of disposing of their unsaleable stock as at present.

Resolved, That the Executive Committee be instructed to prepare a petition to Congress, praying that body to restore the former rates of postage on books and printed matter, and present the same to the members of the association for signature.

A committee on nominations was appointed to report officers for the ensuing year.

To-morrow will finish the proceedings. Harmony prevails.

Mr. Martin Taylor, of Buffalo, is arranging for an excursion of the members to Toronto on Friday.

FALL OF A HOTEL.

ONE PERSON KILLED AND TWO INJURED—A CHILD MISSING.

RICHMOND, Va., July 14.—A special to the *Dispatch* from Lynchburg says: About 4 o'clock this morning the rear portion of the City Hotel fell suddenly with a great crash, burying beneath the ruins several occupants of the building. Most fortunately all of the five or six destroyed rooms were not fully occupied, a number of the guests being absent. As near as can be ascertained only three persons were domiciled in the portion of the building which was wrecked, viz: Mrs. L. Brown, who was killed; Mr. T. E. Harris, commission broker, badly injured; a negro man severely injured, and a negro child, who is missing, whose remains are supposed to be still beneath the ruins. Mrs. Brown was dead when reached by the firemen, who were quickly at the scene and worked faithfully to rescue the unfortunates. Mr. Harris was speedily extricated from the mass of rubbish, but in a precarious condition. Search is still being made for the negro child. It is not believed any others were injured. The building was old, but was considered safe.

THE WEATHER.

SYNOPSIS AND PROBABILITIES.

WASHINGTON, July 15—1 A. M.—The pressure continues highest over the Gulf States. It has fallen in the upper lake region and the North-west, with south-east to south-west winds, slightly warmer, partly cloudy weather and occasional rain areas, and is lowest in the latter. Light rains have fallen in Tennessee, the Ohio Valley, North Carolina, Southern Virginia, and on the gulf coast. The Lower Ohio, the Cumberland at Nashville, and the Mississippi at and below Cairo have continued rising.

PROBABILITIES.

For the South Atlantic and Gulf States, Tennessee, and the Ohio Valley, falling barometer, stationary to rising temperature, south-west to south-east winds, clear or partly cloudy weather, and in the two last sections and the Carolinas, occasional rains.

For the lake region, falling barometer, south-east to south-west winds, warmer, increasingly cloudy weather, and rain areas.

For the Upper Mississippi and Lower Missouri Valleys, low barometer, southerly or westerly winds, warmer, increasingly cloudy weather, and rain areas.

For the Middle and Eastern States, falling barometer, south-east to south-west winds, warmer, partly cloudy weather and rain areas from Western Pennsylvania to the Middle Atlantic coast.

The Lower Ohio and Mississippi at and below Cairo continue slowly rising.

IN THIS CITY.

The following record shows the changes in the temperature for the past twenty-fours hours, in comparison with the corresponding date of last year, as indicated by the thermometer at Hudnut's pharmacy:

	1874.	1875.		1874.	1875.
3 A. M.	70°	7[illegible]	3:30 P. M.	91°	86°
6 A. M.	73°	70°	6 P. M.	86°	84°
9 A. M.	7[illegible]°	74°	9 P. M.	80°	78°
12 M.	85°	78°	12 P. M.	77°	75°

Average temperature yesterday..... 76°6′
Average temperature for corresponding date last year..... 80°

THE MOUNTAIN MEADOW MASSACRE TRIAL.

BEAVER, Utah, July 14.—To-day the trials of Lee and Dame were set for the 19th inst., the prosecution to elect which one shall be tried first. Judge Boreman is determined to have the cases disposed of with as little delay as possible. Some of the witnesses for the prosecution whom it was thought could not be found are in town, and the principal witness, Smith, will be here to-morrow in charge of a marshal.

John D. Lee has turned State's evidence, and will witness for the prosecution, and will make a full statement of all he knows of the Mountain Meadow massacre. The cause is said to be that he believes he was to be sacrificed to appease the wrath of the Government and shield more guilty parties, by perjury if necessary. There is a strong feeling in favor of Dame on the part of the people of Southern Utah who are here as witnesses, many of whom were concerned in the massacre, and they evince great animosity toward Lee. Bishops Hoge and Specer, counsel for Lee, have advised him to tell the entire story, as they believe that to be the only way to save their client, as well as to give the world the whole particulars of this bloody affair. It is said by those most closely connected with the trial that there are plenty of witnesses here to corroborate all of Lee's statements, which will convict W. H. Dame and many other high Mormon authorities and explain fully everything connected with the massacre. Among the witnesses are some who actually took part in it and some who attended a meeting of the participants after their return from the field of slaughter. The officers have had the greatest difficulty in getting the witnesses for Lee's defense. Quite a number have positively refused, and dicted the Marshal, while all those on Dame's behalf are present, which is attributed to the fact that Dame is a Mormon in full fellowship, and Lee is not.

THE AMERICAN PHILOLOGICAL CONVENTION.

PROVIDENCE, R. I., July 14.—In the American Philological Convention at Newport this morning, a paper was read on "A Comparative View of the Language of Deuteronomy and Jeremiah," by Rev. George R. Euther, of Franklin, N. Y. Then followed a paper by Prof. A. Harkness, of Brown University, "On the Forms for Completed Action in the Latin Finite Verb." Prof. W. G. Richardson, of the Central University of Richmond, Ky., presented a paper showing the usage in the Latin pronunciation of 249 American colleges and universities, the English pronunciation being used by 37 per cent., the Continental by 32 per cent., and the pure Latin by 31 per cent.

THE PRESIDENCY OF THE CHICAGO UNIVERSITY.

CHICAGO, Ill., July 14.—The *Times* of to-morrow will state that the Trustees of the Chicago University, at a business meeting last night, declared the office of President of the University vacant, Dr. Lemuel Moss, the President, being relieved by Dr. Burroughs, the Chancellor. The reason for this was a disagreement of the sectarian element in the university.

STORM AT NEWBURG.

NEWBURG, N. Y., July 14.—The storm in this vicinity last night did considerable damage. At West Point, trees were uprooted, carriages were overturned, and several persons slightly injured. At Highland Falls, a house was struck by lightning and several children injured, none seriously. At Little Britian, hail damaged the vegetation.

FREIGHTS TO THE EXPOSITION.

CHICAGO, Ill., July 14.—The General Freight Agents of Western railroads met here to-day to determine on the rates for the transmission of goods destined for the Centennial Exposition. No definite rates were established, but it was decided to make a tariff corresponding to that which shall be adopted by Eastern roads.

THE NEW-JERSEY MIDLAND RAILROAD.

MEETING OF THE BONDHOLDERS—STATEMENT OF THE RECEIVERS—A COMMITTEE APPOINTED TO CONSIDER A PLAN FOR ITS REORGANIZATION.

A meeting of the first mortgage bondholders of the New-Jersey Midland Railroad Company was held yesterday at the rooms of the Railroad Bondholders' Association, No. 152 Broadway. The meeting was called by a number of the bondholders, in view of the recent publication of a plan of reorganization which did not meet their approval, and was for the purpose of holding a conference with their associate bondholders who favored a reorganization upon such basis as would do justice to themselves, and yet not load the road with an indebtedness it could not sustain. It was also very frankly stated in the call that they were opposed to placing any mortgage ahead of their first mortgage bonds, and that they objected to the holders of the junior securities acting for them in the reorganization of the road. Hon. Smith Ely was called to the chair and Mr. William O. McDonnell acted as Secretary. There was a large attendance of bondholders, and a considerable number were represented by letter. The business of the meeting was opened by a discussion upon the questions of most interest to the bondholders, in which Mr. G. A. Wortendyke, the former President of the road, was called upon to furnish information upon various matters connected with the road. He said that the land owned by the company at Weehawken consisted of about forty acres and was worth $1,000,000, and the right of way was worth $100,000. The railway company had a track over his property, adjoining theirs at Hackensack, for which he had never given a deed, and the right of way was still in dispute. The Weehawken ground is had originally cost the company $450,000, and of that amount $184,000 remained unpaid. Mr. Wortendyke concluded by giving a sketch of the affairs of the road during the time he was President, setting forth the causes which had led to its being placed in the hands of a Receiver.

Hon. G. A. Hobert, one of the Receivers, then made a statement regarding the present condition of the property of the road, and the litigation now being carried on affecting the interests of the bondholders. He also read the inventory of the property of the road, which had been filed on Tuesday in the Court of Chancery, in the State of New-Jersey. The total assets were $3,582,650, and total liabilities about $8,900,000, with prior liens to those of first mortgage bondholders of about $360,000.

Mr. James W. McCulloch, Associate Receiver, read a report concerning the operations of the road. He said that the net earnings had been improving month by month since the Receivers had taken charge, and that the road was now in a fair way to recover itself, its receipts during the last four months having been in excess of its expenses.

Mr. Wortendyke next read a detailed statement of the receipts and expenditures of the road from October, 1873, to January, 1875, showing that the receipts had exceeded the expenditures, and that the surplus had been used in the payment of the interest on the first and second mortgage bonds. On motion, a resolution was adopted directing the Chairman to appoint a committee to report at a future meeting, to be called by the Chairman, a plan for the reorganization of the road, with authority to inquire into and report upon the present status of the foreclosure proceedings and such other matters as they may deem material. The meeting was then adjourned.

SECRETARY BRISTOW CALLS FOR $10,000,000 MORE OF FIVE-TWENTY BONDS.

WASHINGTON, July 14.—The following is the twenty-second call for the redemption of five-twenty bonds of 1862:

TREASURY DEPARTMENT, July 14, 1875.

By virtue of the authority given by the act of Congress approved July 14, 1870, entitled "An act to authorize the refunding of the national debt," I hereby give notice that the principal and accrued interest of the bonds hereinbelow designated, known as "five-twenty bonds," will be paid at the Treasury of the United States, in the City of Washington, on and after the 14th day of October, 1875, and that the interest on said bonds will cease on that day; That is to say, coupon bonds known as the fourth series, act of Feb. 25, 1862, dated May 1, 1862, as follows: Coupon bonds, $50, Nos. 21,701 to 23,500, both inclusive; $100, Nos. 64,501 to 75,000, both inclusive; $500, Nos. 34,001 to 38,200, both inclusive; $1,000, Nos. 96,901 to 108,000, both inclusive. The amount outstanding (embraced in the numbers as above) is $10,000,000.

United States securities forwarded for redemption should be addressed to the "Loan Division of the Secretary's Office."

(Signed.) B. H. BRISTOW, Secretary.

NEW COTTON.

NEW-ORLEANS, July 14.—The *Price Current* says: "Our cotton circles were completely taken by surprise this morning by the receipt of a bale of new cotton, not from Rio Grande as usual, but from St. Landry Parish, shipped by Mr. Joseph Berand from his plantation on the Teche. As this is considerably in advance of general expectation, it has occasioned unusual excitement among factors and brokers, the more so as there can be no mistake about the bales being all of new crop, well ginned, of good color, classing middling fair to fair, new classification, and weighing upward of 400 pounds.

We learn that this cotton is mostly from Mr. Berand's plantation, but received liberal contributions from his neighbors, who were furnished by him with the seed, which is of an unusual early variety known as the 'Herlong,' selected with the anticipation of getting an early yield. Under the circumstances this arrival must be regarded as exceptional, and very much in advance of the general Louisiana crop. In fact, owing to recent rains, no more can be expected for some time from the same locality.

The bale was purchased by Col. W. N. Owen at the fancy price of twenty-five cents, right for premium to be awarded for first bale being reserved to planter. Owen forwards it by express to-day to Messrs. Bliss, Bennett & Co., New-York. This completely eclipses the Rio Grande bales which will be due to-morrow. Our first receipt of Louisiana crop last year was on Aug. 12, and in the year before on Aug. 1."

SMITH COLLEGE FOR WOMEN.

SPRINGFIELD, Mass., July 14.—The Smith College for Women at Northampton was dedicated to-day in presence of a large crowd, three-quarters of whom were women. The inaugural address was delivered by the President, L. Clark Seelye, late Professor in Amherst College; Rev. Dr. Clark, of Andover, led in prayer, and Prof. W. S. Tyler, of Amherst College, delivered a short address. Gov. Gaston was present and made a speech. Among the other speakers was Rev. John N. Greene, of Hatfield, for many years the Pastor of Mrs. Sophia Smith, the founder of the college. Among the prominent men present were Rev. Dr. Peabody, of Harvard College, and B. S. Northrop, of Connecticut.

DEPREDATIONS BY HORSE THIEVES

CINCINNATI, Ohio, July 14.—A special dispatch to the *Enquirer* from Topeka, Kansas, says that a daring band of horse-thieves, numbering 100 or more, is operating in the Arkansas Valley, and along the Kansas borders of the Indian Territory. The band is thoroughly organized, and one of its leaders is a noted frontier robber named Burnett, who was recently recaptured down in the Territory and brought up to Wichita, but escaped from jail at that place on Sunday night, and is again at large. On Monday ten more of the band were brought into Wichita by a party of soldiers, they having been arrested about eighty miles from the Cheyenne Agency, with a lot of the stolen stock in their possession. At Dodge City there is great excitement among the citizens, and they will undoubtedly lynch a number of the outlaws.

RELICS FOR THE CENTENNIAL EXHIBITION.

SAN FRANCISCO, Cal., July 14.—Dr. Yarrow, of Lieut. Wheeler's exploring expedition, has arrived here from Santa Barbara, en route to Washington, with several tons of specimens of relics of the stone age of this coast for exhibition at the Centennial. Mr. Schumaker, of the Smithsonian Institute, has been making equally interesting discoveries on the Santa Barbara Islands, and will continue Dr. Yarrow's work.

THE CASE OF EX-TREASURER PARKER.

CHARLESTON, S. C., July 14.—The evidence for the prosecution in the case of ex-Treasurer Parker closed yesterday, and the defense declined to put up any witnesses, and claimed thereupon the reply in argument. This was denied by the court. To-day was occupied with argument for the State by Colonel James H. Rion.

MERCANTILE FAILURES.

MILWAUKEE, Wis., July 14.—Bell & Martin, grain merchants, of this city, failed to-day, being unable to fulfill contracts for the delivery of wheat to the amount of 240,000 bushels. Another large house could not respond to the calls for a margin, but it is claimed that it will be relieved from its embarrassment to-morrow.

BOARD OF STATE ASSESSORS.

BUFFALO, July 14.—The Board of State Assessors closed their business here to-day after two days' session, during which they examined the Supervisors and Assessors of the city and county as to the valuation of property, rates, assessments, &c. As far as can be ascertained the examination was satisfactory. They will leave for Mayville, Chautauqua County, to-morrow.

WASHINGTON.

THE WHISKY FRAUDS NOT TO BE COMPROMISED.

A STATEMENT BY PAYMASTER M'GREW—THE GRAND JURY OF ST. LOUIS AT WORK—A FULL DISCLOSURE BY THE MEMBERS OF THE RING EXPECTED—THE MEXICAN BORDER DIFFICULTIES.

Special Dispatch to the New-York Times.

WASHINGTON, July 14.—The whisky frauds and the rumors of the implication of Government officers have again become the prominent topic of conversation and news at the capital. Mr. Fishback, who was extensively advertised some time ago as the man most potent in securing the exposure of the Ring, has become more prominent than he ever desired, and is now in Washington on account of the unpleasant publications reflecting upon him. Much that has been printed is certainly false, and it is not known that the Grand Jury have been called to consider his case in any way. McGrew has made a statement of his connection with the Ring. He was the paymaster and disbursed in a few months over a quarter of a million of money. It appears he had no personal knowledge that Avery received any money. He paid, so he asserts, money to Joyce for Avery. It is not at all improbable that Joyce had shrewdly managed, by exhibiting letters which Avery had written him without evil intent, to secure money ostensibly for Avery, but really for himself. This statement in Avery's defense is quite as plausible as any which reflects more severely upon him. Meantime the Grand Jury in St. Louis is at work, and Secretary Bristow is confident that the jury will discharge its duty faithfully. The later developments all point to a grand fracture of the Ring, and full disclosures of each member against all the others. This does not indicate that the guilty participants in the frauds have any notion that the Secretary is to let them up easy. Two important cases have been brought to the Secretary for compromise within the last few days. He answers there will be no compromises whatever. He thinks the power to compromise is given to the Secretary to be exercised only under unusual and extreme circumstances. He was told in one of the cases more money would be paid than he could collect through a suit. He replied that the law must take its course whatever the result, and he would listen to no terms of compromise. This is a policy that the Ring is disgusted with, and they are not able to comprehend why it is better for the Government to secure convictions in the courts than to receive a large amount of hush money.

Judge Fisher, District Attorney here, has, by direction of the President, been informed that his resignation would be accepted.

The vessels sent by the Navy to the Rio Grande are off the mouth of that river, not yet having been able to cross the bar. The unexpected success thus far of the Mexican Government in disposing of Cortina has led to the hope that the border difficulties may be more easily suppressed than before seemed possible. It is pretty certain that hereafter when bodies of raiders are encountered by our troops they will be treated with as much severity as the rules of civilized war will permit, for it is acknowledged that civil processes in Texas are powerless to deal with the arrested criminals.

Dispatch to the Associated Press.

THE RIGHT OF WAY OF RAILROADS THROUGH PUBLIC LANDS.

The Secretary of the Interior has issued the following circular:

"The first section of the act approved March 3, 1875, granting to railroads the right of way through the public lands of the United States, requires a copy of the articles of incorporation of railroad companies claiming the benefits of the act to be filed with the Secretary of the Interior, together with due proofs of organization under such articles. For the government of parties in interest the following regulations have been adopted as to what shall constitute and be filed as said due proofs:

First—A copy of the State or Territorial law under which the company was organized, with the certificate of the Governor or the Secretary of the State or Territory that the same is the existing law now in force.

Second—When the said law directs that the articles of association or other papers connected with the organization be filed with any State or Territorial officer, the certificate of such officer that the same have been filed according to law, with the date of the filing thereof.

Third—The official statement, under seal of the proper officer, that the organization has been completed; that the company is fully authorized to proceed with the construction of the road, according to the existing law of the State or Territory, and that the copy of the articles filed with the Secretary of the Interior is duly verified by the sworn statement of the President, under the seal of the company, showing the names and designation of its respective officers at the date of the presentation of the proofs at this department."

THE CHICAGO PUBLIC BUILDINGS.

The statement that has been published that Mr. Farwell, member of Congress from Chicago, had submitted to the Secretary of the Treasury a report of the commission, composed of local architects of Chicago, is wholly incorrect. When requested by the Mayor and City Council some weeks ago, the Secretary promptly directed the Superintendent of the building at Chicago to permit any board of architects appointed by the Mayor to make a thorough examination of the building, and he understands that such board was appointed and is now engaged in the work; but if they have finished the work or agreed on a report, the Secretary is not advised of their conclusions. No such report was submitted to him by Mr. Farwell, nor did Mr. Farwell in his interview with the Secretary state that any such report was in existence. Whatever report is made, it is not believed that the Secretary of the Treasury will change his order, heretofore given, directing the Supervising Architect to suspend work and preserve the building in its present condition until the whole matter can be referred to Congress.

INVOICES OF CHINESE GOODS.

At the request of the Treasury Department, the Secretary of State has issued a circular to consular officers in China, instructing them that to all invoices of goods shipped to the United States, made out in taels, a certificate shall be attached in each instance, embodying the name of the particular tael in which the invoice is made out and its value in United States money. This course was rendered necessary by the great number of taels prevailing in China and the diversity of values attached thereto.

BIDS FOR NOTE PRINTING.

Bids were opened at the Treasury to-day for printing the fifty cent fractional currency note, the bidders being the five bank-note engravers in the country. Mr. Carpenter, of Philadelphia, was the lowest bidder. The next lowest was the Columbian Bank-note Company, of this city, and the three New-York bank-note companies varied slightly in their bids, the difference being only a few cents on a thousand impressions. The award has not yet been made.

ARMY ORDERS.

Capt. Tully McCrea, First Artillery, at his own request has been relieved from duty as Deputy Governor of the Soldiers' Home and ordered to report to the Adjutant General for orders. Second Lieut. D. G. Denison, Fifth Artillery, has been relieved from duty at the Military Academy to take effect on the 28th of August. Assistant Surgeon F. C. Ainsworth has also been relieved from duty at the Military Academy and ordered to report by letter to the Surgeon General.

BETTING ON THE MONMOUTH PARK RACES.

Special Dispatch to the New-York Times.

LONG BRANCH, July 14.—The betting to-night on to-morrow's races is not so heavy by half as was the excited investment on Monday night. Perhaps the heavy losses by the turfmen yesterday have made them wary. Favorites are again backed at heavy odds, however. Lorillard's entry sells for the first race of three-fourths of a mile at $300 to $50 on McGrath's and $30 on Belmont's. Wild Idle brings $200 in the two-mile heats against $50 for Dublin, they being the only horses that will start. A representative pool on the stakes race of a mile and three-fourths is as follows: Cottrill's stable, $85; Sanford's, $40; McIntyre & Swiney's, $35; Robinson & Morgan's, $35; Withers', $5. The other race of the same distance has Mate for a favorite, selling for twice as much as Spindrift, Galway, and Audubon combined. Efforts to sell pools on the race ridden by gentlemen riders were vain, no bids being made. Several entries have been withdrawn, leaving the probable starters as follows: Hoaxer, ridden by Dion Boucicault, Jr.; Remorse, by Moses Levy; Running, by Charles H. Townsend; Vernango, by Frank Durand, and Scramble, by Edward C. Riddle.

BY MAIL AND TELEGRAPH.

The property of the late ex-Congressman Samuel Hooper, of Boston, amounts to $1,804,985.

The United States ship Portsmouth, from Acapulco, arrived yesterday at San Francisco.

The report that work at the Cape Breton Coal Company's mines was stopped is now contradicted.

The steamer M. A. Starr has been repaired at Halifax, Nova Scotia, and will resume her trips to Eastern ports.

Tom Wells, formerly a merchant of Atlanta, Ga., committed suicide on Tuesday night. The cause assigned for the act is financial troubles.

The Eastern editors' excursion party go to Lake Tahoe on Thursday and arrive in San Francisco on Saturday.

The State Convention of Cigar-makers, now in session in Utica, N. Y., has adopted a constitution for the reorganization of the State Union.

George W. Adams, an extensive wheat and oats dealer, of Chicago, suspended payment yesterday, but he states that he will resume to-day.

The vinegar factory of E. M. Pettingill, in Boston, was seized yesterday by a Deputy Collector of Revenue for manufacturing distilled spirits without paying the special tax.

Frank Brogan, a respected citizen of Beaver Meadow, Penn., was killed yesterday by the caving in of earth in an old coal mine. He leaves a wife and nine children.

The injuries of young Hartsook, who was crushed between cars at Lynchburg, Va., on Tuesday, will not likely prove fatal, as was at first supposed.

A convention in the interest of the Greenback Party is called to meet at Detroit, August 25, and Gen. B. F. Butler, W. D. Kelley, Moses W. Field, and others are expected to address the meeting.

The City of Providence (R. I.) sewer bonds, amounting to $600,000, five per cent. gold, were awarded yesterday to Morton, Bliss & Co., of this City, at 100 26-100 in currency.

A shanty used as a boarding house by the water-works hands at Lawrence, Mass., was burned yesterday morning. Andrew Gilorman and John Welsh, of the seventy occupants, were burned to death.

Mayor Tewksbury, of Lawrence, Mass., published a card yesterday afternoon claiming that the responsibility of Monday's riot rests with the floating population drawn to the city by the building of new water-works.

Thomas McCarthy, aged twenty-one years, a brakeman on the Northern Central Railroad, was run over by a train of cars at the Union Depot, in Baltimore, yesterday, and his head was severed from the body.

Albert Abbotoxy, of Kingston, Ontario, while under the influence of liquor yesterday, fell over the bank on the Canada side, near the Clifton House, a distance of 100 feet. None of his bones were broken. He wanted more whisky when raised to the bank above.

A young girl, named Giles, residing at Mill Creek Station, near Pottsville, Penn., who has been subject to epileptic fits for several years, had an attack on Tuesday, while washing the floor, and, falling forward with her head in a pail of water, was drowned before discovered.

A telegram from the town of Anna, Shelby County, Ohio, to the Cincinnati *Times*, says that quite a severe shock of an earthquake, though not as heavy as that experienced there on the 15th ult., was felt in that place and vicinity on Sunday afternoon last, 11th inst., 2:40 o'clock.

M. F. Collier, State agent and adjuster of the New-York Underwriters' Agency, fell from the window of his room in the Sherman House, at Indianapolis, yesterday morning, striking upon the iron grating below, fracturing his skull and tearing the scalp loose. He was removed to the Surgical Institute in an insensible condition and much weakened from loss of blood.

SUIT FOR $20,000 DAMAGES BY A STREET CAR CONDUCTOR.

Philip Loveridge was recently prosecuted by the Pittsburg, Oakland and East Liberty Passenger Railway Company for a loged embezzlement when acting as a conductor. He was accused of having on his person a bogus bell-punch, which he used in canceling tickets in registering fare when paid. The Pittsburg *Gazette* thus gives the results:

"After appearing a number of times before the Alderman for trial, he was finally bound over to court. Two weeks ago last Saturday the Grand Jury ignored the bill against him, which put an end to the case. Young Loveridge signified his intention of beginning action for damages against the managers of the railway company just as soon as he was arrested, having full confidence in his acquittal, as he protested his innocence. Last Saturday he began an action in the Common Pleas Court, No. 1, through his attorney, John Barton, Esq., against D. W. C. Bidwell, General Manager of the Railway Passenger Company, and Sarah Long, the female detective, for $20,000 damages for false imprisonment and alleged malicious prosecution. The twain are charged with having conspired together against Loveridge and sought to bring about his conviction on the charge made against him. The case will come up for trial at the September term of court, and a summons has been issued returnable the first Monday in August."

COL. STEINBERGER'S RECEPTION AT THE NAVIGATORS' ISLANDS.

SAN FRANCISCO, July 13.—A letter from the Navigators' Islands to the *Evening Bulletin* says that Col. Steinberger, the United States Commissioner, was cordially received there. The natives adopted a constitution framed by Col. Steinberger, making the monarchy elective for a term of four years, and to alternate between two old families of Kings, named Malietoa and Topeia. The representative of the first-named family was elected as the first King. Col. Steinberger was chosen as Prime Minister for life, and accepted the position.

PIGEON SHOOTING.

SYRACUSE, N. Y., July 14.—This was the second day of the pigeon tournament. The weather was delightful and the attendance large. There were sixty entries. H. W. Sherman, of Beloit, Wis., won the first prize, $200; C. F. Weal, of Cleveland, second prize, $150; George Loader, of Syracuse, third prize, $120; John Manning, fourth prize, $90; Thomas Kimber, of Onondaga, fifth prize, $40.

STEAM-SHIP AND RAILWAY PIERS.

Previous to the regular weekly session of the Dock Commissioners yesterday, a conference took place between the board and a number of gentlemen representing the European steam-ship lines relative to the necessity of increased ship room between the piers on the North River below Eleventh street. Mr. Hurst appeared for the National Line, Mr. Mackenzie for the Transatlantic Line, Messrs. Brewster and Nicholson for the Inman Line, and Mr. Williams for Williams & Guion's Line. President Wales read a communication submitted by Mr. F. W. J. Hurst, of the National Line, stating that 164 feet width of slip was inadequate, and that 200 feet at least would be required. Mr. Nicholson, on being asked for his opinion, coincided with the views of Mr. Hurst. Mr. Mackenzie suggested in addition the utilization of the bulkheads for the transferal of cargoes. All the companies, their representatives asserted, would sacrifice some of their pier space in order to obtain additional slip room. The propositions were reduced to writing and formally presented to the board, who promised to give them early attention. Police Commissioners Voorhees, Disbecker, and Smith waited on the board and urged the building of new dumpling boards on both rivers.

In the matter of propositions from the Erie Railway Company for a new lease of its premises at Pavonia Ferry and adjoining piers, the Executive Committee presented a report in the form of resolutions, leasing 360 feet of bulkhead extending northward from pier No. 19 North River. The proposed lease is for a term of twenty years; the first ten years' rent to be $95,000 per annum, and the second ten years, $100,500. After the termination of twenty years the rent shall not be less than $100,500, and before a third lease shall be granted a valuation of the property will be made, and the sum of six per cent. added. The rent will in no event be less than $100,500, and all expenses for repairs, &c., must not be chargeable to the City. The report was adopted.

CO-OPERATION IN BUILDING.

Hon. Josiah Quincy, in a letter printed in the Boston *Advertiser*, says: A number of Germans who were accustomed in their own country to a system of co-operation, purchased a tract of land in Dedham. Ten of them erected houses for their own use. A separate mortgage for about $2,000 was taken on each house to secure a joint and several bond signed by the ten owners, by which they agreed to pay $6 a week into a savings bank to the credit of the mortgagee and Trustee. One-half of each deposit is enough to pay the interest semi-annually at seven per cent., and the other half goes on on interest, with a certainty that in a few years it will pay the principal and leave the houses unincumbered. On the first days of January and July the mortgagers have sent their deposit books to the trustee and mortgagee, who has drawn the semi-annual interest and returned the books with their accumulations to the owners, every payment increasing his security, and the association taking only the risk that every holder of real estate takes who leases his property. Ten or more industrious and temperate men, who had confidence in one another, might form such an association with peculiar advantages. They might choose their locality either together or separately, giving excellent security that they would pay their interest semi-annually and the principal in a fixed time.

RAPID TRANSIT.

MEETING OF THE COMMISSIONERS—SOME OF THE PLANS SUBMITTED.

The Rapid-transit Commissioners held another session in Part II. of the Court of Common Pleas, yesterday afternoon, with closed doors.

At the close of the meeting Mr. Harrison, who acts as Secretary to the Commissioners, said that the only information he could give as to the proceedings was a list of the names of those who had submitted, or proposed to submit, plans to the Commissioners. Those who have written to the Board in reference to submitted plans are: David Klein, Jesse Frye, Samuel O. Townsend, William J. Fryer, Jr., James H. Welsh, John R. Wickham, Transmitted Power Company of Philadelphia, Edward F. Young, Wooster Beach, G. G. Haushaupt, Coventry H. Waddell, C. L. Horsch, William Widemeyer, John B. Church, William A. A. Cassey, L. E. Lozier, Thomas J. Stewart, A. C. Chenoweth, R. H. Buel, Albert Van Winkle, H. R. Campbell, George H. Kitchen. The following persons have presented to the Commissioners their plans, specifications, and drawings, or models: Hugh McKay, Kitchen & Hatfield, W. J. Morris, Mansfield & Moore, George E. Bell, H. R. Campbell, Arthur F. Wendt, E. Hawkins, A. Lozier, Mr. Koedler, M. Evans, S. B. B. Nolan, Richard and Samuel Buel, J. M. Hannah, Edwin Gomez, and Alexander Brandon.

In addition to these communications, a great number of letters and telegrams have been received by the Commissioners in reference to almost every imaginable side of the question of r

COMMERCIAL AFFAIRS.

NEW-YORK, Wednesday, July 14, 1875.

The receipts of the principal kinds of Produce since our last have been as follows:

Ashes, pks	34	Crude Turp., bbls	220
Beans, bbls	107	Tar, bbls	61
Bees-wax, pks	11	Rice, pks	60
Cotton, bales	2,093	Rice-chaff, bags	181
Flour, bbls	13,805	Skins, bales	5
Wheat, bushels	62,575	Sugar, hhds	428
Corn, bushels	26,164	Sugar, bbls	74
Oats, bushels	7,000	Pork, pks	277
Malt, bushels	1,900	Cut-meats, pks	522
Copper, bbls	204	Butter, pks	2,817
Copper, bars	408	Cheese, pks	19,083
Eggs, bbls	1,204	Beef, pks	8
Flax, bales	40	Lard, tcs	50
Hops, bales	35	Starch, pks	270
Hides, No	160	Stearine, pks	62
Hides, bales	270	Spelter, pcs	529
Lead, pigs	750	Tin, pks	7,992
Lard-oil, bbls	25	Tal ow, pks	345
Leath r, sides	9,976	Tobacco, hhds	253
Molasses, bbls	72	Tobacco, pks	362
Peanuts, bags	250	Wool, bales	465
Resin, bbls	1,696	Whisky, bbls	329
Spirits Turp., bbls	120		

COFFEE—Rio has been quoted steady but inactive; 5,623 bags by the Margareda, at Hampton Roads, sold last evening, to go to Baltimore, on private terms. Other Rios firm and wanted; 2,200 bags Laguayra sold on private terms....We quote invoices thus: Rio, good ordinary, 17¼c @17½c; fair, 18¼c @18¾c; good at 19c @19¼c; prime, 19½c @19¾c; gold, ₱ lb., 60 days' credit; Rio, in job lots, 17¾c @20¼c; gold. Java, invoices, 25c. @28c.; Maracaibo, 21c. @23c.; Laguayra, 20c. @21c.; Singapore, 22½c. @24c.; Jamaica, 18c. @19c.; Costa Rica, 18c. @21c.; Ceylon, 20½c. @22c.; Savanilla, 20c. @22c.; Porto Rico, 19c @20½c.; San Domingo, 17c. @17½c.; Mexican, 19½c. @20½c.; Augostura, 18c. @21½c. ₱ lb., gold.

COTTON—Has been offered with more freedom and quoted fully ⅛c. ₱ lb. lower, in view of the favorable crop accounts and the depressing reports from Liverpool, without leading to much activity for early delivery. Sales have been officially reported since our last, for prompt delivery, of 2,022 bales, (of which 570 have been on hand evening, including 625 taken by shippers, and 1,397 bales to spinners....The business for forward delivery has been more animated, but at a reduction of 3-16c. @¼c. ₱ lb., under more urgent offerings, especially for the later months. The main dealings have been in options for August, September, October, and December, and January....Sales have been reported since our last of 35,800 bales, (of which 4,000 bales were on last evening and 31,800 bales were to-day,) with 500 bales more at the calls on the basis of Low Middling, with July options closing at 15 3-32c. @15⅜c.; August, 15 3-32c. @15⅜c.; September, 14 13-16c. @14 27-32c.; October, 14 7-16c. @14 15-32c.; November, 14 9-32c. @14 5-16c.; December, 14 9-32c. @14 5-16c.; January, 14 7-16c. @14 15-32c.; February, 14 19-32c. @14 23-32c.; March, 14 27-32c.; April, 15 1-32c. @15 1-16c.; May, 15 5-16c. @15 7-32c.; June, 15 15-32c. @15 ½c. ₱ lb....The receipts at this port to-day were 2,093 bales, of which 520 bales were by railway....The receipts at the shipping ports to-day were 1,198 bales, against 629 bales same day last week, and 1,705 bales same day last year, making the total receipts since Sept. 1, 1874, have been 3,117,094 bales, against 3,740,875 bales same time previous year....Consolidated (for this week) exports to Great Britain, 9,716 bales; to the Continent, 1,932 bales. Stock in New-York, 84,589 bales; consolidated stock at the ports, 147,652 bales. The following quotations are based on Cotton according to the new classification:

New-York Quotations, based on American Standard of Classification.

	Uplands.	Alabama.	N. O.	Texas.
Ordinary	12¾	12⅞	13	13
Good Ordinary	14¼	14¼	14½	14½
Low Middling	15	15⅛	15⅜	15⅜
Middling	15¾	15¾	15⅞	15⅞
Good Middling	15⅞	16	16¼	16¼
Middling Fair	16⅜	16½	16¾	16¾
Fair	17	17⅛	17⅜	17⅜

FLOUR AND MEAL—A very good demand prevails for State and Western Flour, chiefly for shipping brands, but the firmer views of holders and limited offers of have been against free dealings. Trade and Family Extras have been moderately inquired for at full prices for really desirable brands. The sales are 19,300 bbls. at 24,100 bbls. of all grades, including poor to good No. 2 Flour at $4 30@$4 60, chiefly at $4 45@$4 60; poor to very good Superfine State and Western at $4 65@$5 10, chiefly at $4 80@$5 10; medium to very good Extra State at $5 15@$5 65, chiefly at $5 50@$5 55 for lines; very good to very fancy do., $5 65@6 25; City Mills Extra at $5 70@$6 35; poor to very good Shipping Extra Western at $5 65@$6 05, chiefly at $5 80 in lines; very good to very fancy do., $5 65@$6 25; poor to good round-hoop Ohio at $5 25@$5 60 for odd lots and lines; poor to choice Minnesota Extras, for shipment, $5 15@$6 50, and trade and family Extras within the range. Included in the sales have been 11,000 bbls. shipping stock at current rates....Southern Flour has been in fair demand at steady rates. Sales have been reported since our last of 1,100 bbls., at $5 65@$6 50 for Superfine; $6 15@$6 15 for poor to very choice shipping extras, and $6 25@$8 for ordinary to very choice Trade and Family Extras, and $4 25@$4 60 for No. 2. Canada Flour is wholly nominal....Rye Flour has been more active within the range of from $4 35@$5 60 for very poor to choice Superfine. Sales, 650 bbls., chiefly at $5 55@$5 60 for Superfine, the latter rate for very choice. Corn Meal has been in fair demand and quite firm at from $3 65@$4 25 for poor to very choice Yellow Western, $3 80@$4 for Jersey, and $4 75@$4 85 for Brandywine. Sales have been reported of equal to 2,500 bbls., including 1,000 bbls. Brandywine at $4 15, and 500 bbls. Brandywine at $4 80, delivered, and 850 bbls. Yellow Western within our range....Samples of very choice new crop Wheat Flour (cream of the City brand) from Nashville, Tenn., were exhibited on Change to-day by Messrs. L. R. Finch & Sons.

GRAIN—An unusually brisk trade has been reported in Spring Wheat, for prompt and forward delivery, at an average of 2c. @3c. per bushel, closing strong. The export inquiry has been quite animated, largely for No. 1 and No. 2, to arrive from the canal in good part shipments from Buffalo within the first week in July. Winter Wheat has attracted more attention, partly from export buyers, at improved prices. The demand has been mostly for Amber Western, afloat. Sales have been reported, since our last, of 370,000 bushels, (part of them store and to arrive,) at $1 27½@$1 31½ for No. 1 Spring, mostly $1 30@$1 31½ for Minnesota, afloat, ranging with $1 31 bid for prime, prompt delivery, and $1 31½ paid for choice, to arrive in a few days; and $1 28@$1 31 for No. 2 Milwaukee, the latter for choice, and $1 31 for Duluth do; $1 25 for No. 2 Northwest and Milwaukee Spring, afloat, (three boat loads,) taken together; $1 26 bid, and up to $1 28 asked, for No. 2 Milwaukee Spring, afloat, (which description was very scarce;) $1 23@$1 24 for No. 2 Chicago Spring, afloat, and to arrive soon, closing with $1 24 bid for prime, afloat; $1 22@$1 23 for do. (3 boat loads) to arrive; $1 25@$1 26 for good Spring; $1 36@$1 38 for Amber Western; $1 34@$1 36 for Red do., and within the previous range for Whites do. And for forward delivery, 50,000 bushels No. 2 Duluth Spring, to arrive in July, at $1 31; 45,000 bushels No. 1 Minnesota do., to arrive about the close of the month, at $1 30@$1 31; 64,000 bushels No. 2 Milwaukee Spring, to arrive from the canal, chiefly at $1 25@$1 26; 112,000 bushels No. 2 Chicago Spring, during previous late in July and first week in August, at $1 23@$1 24, closing at the latter rate for late July arrival, (shipments from Buffalo of July 3d....New Corn has been in fair request, with a shade more firmness to our prompt next month. Sales have been reported of 121,000 bushels, at 78c. @81c. for poor to prime steamer grades of new Mixed Western, chiefly at 80c. @81c., from store and afloat; 81c. @82c. for fair to very choice sailing vessel new do; 75c. @78c. for heated do, chiefly at 75c. @76c. for average; 82½c. @83½c. for new Yellow do., and 84c. @85c. for very poor to choice new White do....See end of former quotations....Barley has been in fair demand at steady rates. Sales have been reported since our last of 1,100 bbls., at 84c. @85c. for Canada, (chiefly Canada West, at $1 70, on time; and 87½c. @90c. for State and Western, at 85c. @87½c., chiefly at 85c. @90c. in lines; very good to very fancy do., $5 65@$6 25; poor to good round-hoop Ohio at $5 25@$5 60 for odd lots and lines; poor to choice Minnesota Extras, for shipment, $5 15@$6 50, and trade and family Extras within the range. Included in the sales have been 11,000 bbls. shipping stock at current rates....Southern Flour has been in fair demand at steady rates. Sales have been reported since our last of 1,100 bbls., at $5 65@$5 70 for Superfine; $5 15@$5 15 for poor to very choice shipping extras, and $6 25@$8 for ordinary to very choice Trade and Family Extras, and $4 25@$4 60 for No. 2. Canada Flour is wholly nominal....Rye Flour has been more active within the range of from $4 35@$5 60 for very poor to choice Superfine. Sales, 650 bbls., chiefly at $5 55@$5 60 for Superfine, the latter rate for very choice. Corn Meal has been in fair demand and quite firm at from $3 65@$4 25 for poor to very choice Yellow Western, $3 80@$4 for Jersey, and $4 75@$4 85 for Brandywine. Sales have been reported of equal to 2,500 bbls., including 1,000 bbls. Brandywine at $4 15, and 500 bbls. Brandywine at $4 80, delivered, and 850 bbls. Yellow Western within our range....Samples of very choice new crop Wheat Flour (cream of the City brand) from Nashville, Tenn., were exhibited on Change to-day by Messrs. L. R. Finch & Sons.

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SHIPPING.

WHITE STAR LINE.

FOR QUEENSTOWN AND LIVERPOOL, CARRYING UNITED STATES MAIL.

NEW AND FULL-POWERED STEAM-SHIPS,

Sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

ADRIATIC.....SATURDAY, July 17, at 4 P. M.
CELTIC.....SATURDAY, July 24, at 9:30 A.M.
REPUBLIC.....SATURDAY, July 31, at 3 P. M.
BRITANNIC.....SATURDAY, Aug. 7 at 9 A. M.

From White Star Dock, Pier No. 52 North River.

These steamers, the fastest in the trade, are uniform in size and unsurpassed in appointments. The saloon, staterooms, smoking and bath rooms are amidships where the noise and motion are least, affording a degree of comfort hitherto unattainable at sea.

Rates—Saloon, $80 and $100, gold; return tickets on favorable terms; steerage, $28.

Drafts from £1 upward.

For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York.

E. J. CORTIS, Agent.

CUNARD LINE B. & N. A. R. M. S P. CO.

NOTICE.

With the view of diminishing the chances of collision, the steamers of this line take a specified course for all seasons of the year.

On the outward passage from Queenstown to New-York or Boston, crossing meridian of 50 at 43 latitude, or nothing to the north of 43.

On the homeward passage, crossing the meridian of 50 at 42, or nothing to the north of 42.

FROM NEW-YORK FOR LIVERPOOL AND QUEENSTOWN.

ALGERIA...WED. July 21 | RUSSIA....WED., Aug. 4
CHINA.....SAT., July 31 | BOTHNIA..WED. Aug. 11

a steamer marked "a" do not carry steerage passengers.

Cabin passage, $80, $100, and $120, gold according to accommodation. Return tickets on favorable terms.

Steerage tickets to and from all parts of Europe at current rates. Freight and cabin office, No. 4 Bowling Green. Steerage office, No. 111 Broadway, (Trinity Building.) CHAS. G. FRANCKLYN, Agent.

STATE LINE.

NEW-YORK TO GLASGOW, LIVERPOOL, DUBLIN, BELFAST, AND LONDONDERRY.

These first-class full-powered steamers will sail from Company's Pier, No. 36 North River, as follows:

STATE OF GEORGIA, Capt. COGHLAN.....Wed., July 28
STATE OF PENNSYLVANIA.....Wednesday, Aug. 11
STATE OF INDIANA, Capt. SADLER.....Wed. Aug. 25

And every Wednesday thereafter. First cabin, $70, $80, and $90; return tickets, $130. Second cabin, $50; return tickets, $80. Steerage at lowest rates.

Apply to AUSTIN BALDWIN & CO., Agents, No. 72 Broadway, New-York.

Steerage office, No. 45 Broadway.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE.

The splendid vessels on this favorite route for the Continent (being more southerly than any other) will sail from Pier No. 50 North River as follows:

LAFAYETTE.....SATURDAY, July 24
PEREIRE, Donner.....SATURDAY, Aug. 7
FRANCE, Trudelle.....SATURDAY, Aug. 21

RATES OF PASSAGE IN GOLD, (including wine.)

First Cabin, $100; Second, $65; Third $35.

Return tickets at reduced rates.

Steerage, $25, with superior accommodations, and including all necessaries without extra charge.

GEORGE MACKENZIE, Agent, No. 55 Broadway.

FOR LIVERPOOL,

(Via Queenstown,)

CARRYING THE UNITED STATES MAIL.

TUESDAY.

Leaving Pier No. 46 North River as follows:

IDAHO.....July 20, at 3 P. M.
MONTANA.....July 27, at noon.
NEVADA.....Aug. 3, at 3 P.M.
DAKOTA.....Aug. 10, at noon.
WISCONSIN.....Aug. 17, at 3 P. M.
WYOMING.....Aug. 24, at 11 A. M.

For steerage and intermediate tickets, at current rates, apply at No. 29 Broadway. For cabin passage, at $80 or $65, gold, (according to stateroom,) apply at No. 63 Wall st.

WILLIAMS & GUION.

INMAN LINE.—FIXED SOUTHERLY COURSE.

Royal Mail Steamers are appointed to sail as follows:

FOR QUEENSTOWN AND LIVERPOOL

CITY OF MONTREAL....Saturday, July 17, at 3 P. M.
CITY OF BERLIN.....Saturday, July 24 at 9 A. M.
CITY OF RICHMOND....Saturday, July 31, at 3 P. M.
CITY OF BROOKLYN....Saturday, Aug. 7, at 9 A. M.
CITY OF CHESTER.....Saturday, Aug 14, at 2 P. M.

CABIN PASSAGE, $80 and $100, gold.

STEERAGE.—To and from Liverpool, Queenstown, Londonderry, Belfast or Glasgow, $28, currency.

Cabin and general office, No. 15 Broadway.

Steerage offices, No. 33 Broadway, and Pier No. 45 North River. JOHN G. DALE, Agent.

ANCHOR LINE. CARRYING U. S. MAIL.

NEW-YORK AND GLASGOW.

ELYSIA.....Sails Saturday, July 17, 3 P. M.
CALIFORNIA.....Sails Saturday, July 24, 10 A. M.

NEW-YORK TO GLASGOW, LIVERPOOL, OR LONDONDERRY.

Cabin passage, $75 to $90, currency.

Intermediate and Steerage at lowest rates.

Company's offices, No. 7 Bowling green.

HENDERSON BROTHERS, Agents.

ATLAS MAIL LINE.

BI-MONTHLY SERVICE TO JAMAICA, HAYTI, COLOMBIA, and VENEZUELA. First-class, full-powered iron screw steamers, from Pier No. 51, North River:

FOR HAYTI and VENEZUELA:

ALPS.....July 14
CLARIDEL.....Aug. 3

FOR KINGSTON and COLOMBIA:

ATLAS.....July 27
ETNA.....Aug. 13

Superior first-class passenger accommodation.

PIM, FORWOOD & CO., Agents, No. 56 Wall st.

WILSON'S LINE FOR SOUTHAMPTON AND HULL.

To be dispatched from Pier No. 44 East River:

NAVARINO.....July 24 | HISDOO.....To follow
OTHELLO.....Aug 15 | COLOMBO.....To follow

First cabin, $70; return, $125; second cabin, $45, currency; excursion tickets on very favorable terms. Through tickets issued to Continental and Baltic ports. Apply for full particulars to CHARLES L. WRIGHT & CO., No. 50 South st.

FOR SAVANNAH, GA.,

THE FLORIDA PORTS,

AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE, CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.

WEDNESDAYS AND SATURDAYS.

H. LIVINGSTON, Capt. MALLORY, SATURDAY, July 17, from Pier No. 43 North River, at 3 P. M.

WILLIAM R. GARRISON, Agent, No. 5 Bowling Green.

LEO, Capt. DANIELS, WEDNESDAY, July 21, from Pier No. 16 East River, at 3 P. M.

MURRAY FERRIS & CO., Agents, No. 62 South st.

SAN JACINTO, Capt. CHEESMAN, SATURDAY, July 24, from Pier No. 43 North River, at 3 P. M.

WM. R. GARRISON, Agent, No. 5 Bowling Green.

ASHLAND, Capt. WHITEHURST, WEDNESDAY, July 28, from Pier No. 12 North River, at 3 P. M.

R. LOWDEN, Agent, No. 93 West st.

Insurance by this line ONE HALF PER CENT.

Superior accommodation for passengers.

Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.

Through rates and bills of lading in connection with the Atlantic and Gulf Railroad and Florida steamers.

GEORGE YONGE, Agent, Central Railroad of Georgia, No. 409 Broadway.

THE GREAT SOUTHERN FREIGHT AND PASSENGER LINE FOR CHARLESTON, S. C. THE FLORIDA PORTS, and the SOUTH AND SOUTH-WEST, SAILING SEMI-WEEKLY AT 3 P. M., from Pier No. 35 North River.

CHARLESTON.....Saturday, July 17
SOUTH CAROLINA.....Wednesday, July 21

Superior accommodations for passengers.

Insurance by this line ONE-HALF PER CENT.

Goods forwarded free of commission.

Passage tickets and bills of lading issued and signed at the office of

JAMES W. QUINTARD & CO., Agents, No. 177 West st., (corner of Warren,) or W. P. CLYDE & CO., No. 6 Bowling green.

BENTLEY D. HASELL, General Agent Great Southern Freight Line, No 317 Broadway.

FOR ST. THOMAS AND BRAZIL.

THE UNITED STATES AND BRAZIL MAIL STEAMSHIP COMPANY.

Regular mail steamers SAILING 23D OF EVERY MONTH, making close connections at RIO DE JANEIRO with the English and French Mail Steamships at MONTEVIDEO and BUENOS AYRES.

The splendid steam-ship ARMACK, Capt. W. WEIR, will sail from PIER No. 43 NORTH RIVER, on FRIDAY, July 23, at 3 o'clock P. M., calling at ST. THOMAS, PARA, PERNAMBUCO, BAHIA, and RIO DE JANEIRO, going and returning.

First cabin passage to St. Thomas, $140; to Para, $150; to Pernambuco, $200; to Bahia, $210, and to Rio de Janeiro, $225, gold. Steerage half price. EXCURSION TICKETS, good for six months, at three-quarters of above rates. Freights greatly reduced.

Direct communication to St. CROIX, via St. Thomas.

Apply to WM. R. GARRISON, No. 5 Bowling green.

NEW-YORK, HAVANA AND MEXICAN MAIL S. S. LINE. Steamers leave Pier No. 3 North River at 3 P. M.

FOR HAVANA DIRECT.

CITY OF HAVANA.....Tuesday, July 13
CUBA.....Thursday, July 15
CITY OF NEW-YORK... (via Nassau) Thursday, July 22

FOR VERA CRUZ AND NEW-ORLEANS,

CALLING AT HAVANA, PROGRESO, CAMPEACHE, TUSPAN AND TAMPICO.

CITY OF HAVANA.....Tuesday, July 13

For freight or passage apply to

F. ALEXANDRE & SONS, Nos. 31 and 33 Broadway.

Steamers will leave New-Orleans July 17 and Aug. 7 for Vera Cruz and all the above ports.

WEEKLY FLORIDA LINE.

For Port Royal, S. C.; Fernandina, Fla.; Brunswick, Ga., the favorite and well-known steamer HUNTSVILLE, Chester, Master having superior accommodations for passengers, will sail SATURDAY, July 17, from Pier No. 3 North River, at 4 P. M., for above ports, making connections with all points South and South-west, via Port Royal, the Florida, and Brunswick Railroads.

First-class passage to Fernandina	$20 00
First-class passage to Jacksonville	22 50
First-class passage to Augusta	20 00
First-class to Albany	20 00

Through tickets issued to all points South and South-west.

For freight or passage, apply to HERM. GELPCKE, No. 5 William st.

UNITED STATES PASSPORT BUREAU.—United States passports indispensable to travelers, issued by J. E. SOARES, Passport Agent, No. 91 Duane st., corner Broadway.

SHIPPING.

NATIONAL LINE.

From Piers Nos. 44 and 47 North River.

FOR LONDON DIRECT.

CANADA.....Thursday, July 22, 8 A.M.

FOR QUEENSTOWN AND LIVERPOOL.

Spain, July 17, 3 P. M. | England, July 31, 3 P. M.
Erin, July 24, 9 A. M. | Egypt, Aug. 7, 9 A. M.

Cabin passage, $70 and $80, currency. Steerage at greatly reduced price. Return tickets at reduced rates. Prepaid steerage tickets from Liverpool at the lowest rates. Apply at the company's office, No. 69 Broadway.

F. W. J. HURST, Manager.

NORTH GERMAN LLOYD.

STEAM-SHIP LINE BETWEEN NEW-YORK, SOUTHAMPTON, AND BREMEN.

Company's Pier, foot of 2d st., Hoboken.

MOSEL.....July 17 | MAIN.....July 31
DONAU.....July 24 | RHEIN.....Aug. 7

RATES OF PASSAGE FROM NEW-YORK TO SOUTHAMPTON, HAVRE, OR BREMEN:

First cabin.....$100 gold.
Second cabin.....60 gold.
Steerage.....30 currency.

Return tickets at reduced rates. Prepaid steerage certificates, $32 currency. For freight or passage apply to OELRICHS & CO., No. 2 Bowling green.

NEW-YORK AND HAVANA

DIRECT MAIL LINE.

These first-class steam-ships sail regularly at 3 P. M. from Pier No. 13 North River, as follows:

COLUMBUS, Capt. E. C. REED.....TUESDAY, July 20
CRESCENT CITY.....THURSDAY, July 29

Accommodations unsurpassed. For freight or passage apply to WM. P. CLYDE & CO., No. 6 Bowling green; McKELLAR, LULING & CO., Agents in Havana.

PACIFIC MAIL S. S. LINE.

FOR CALIFORNIA, JAPAN, AND CHINA.

Sailing from Pier No. 42 North River.

For Aspinwall,

COLON.....July 15

connecting for all Central American and Pacific ports.

From San Francisco for Japan and China.

GREAT REPUBLIC.....Aug. 1

For freight or passage apply at Pier No. 42 North River. H. J. BULLAY, Superintendent.

NOTICE TO TRAVELERS.

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, examination and conveyance of luggage, in securing the best accommodation, in protecting the traveler from imposition, and an infinity of annoyances to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER SOCIETY, No. 3 Rue d'Alger, near the Tuileries Gardens, Paris.

EXCURSIONS.

PLYMOUTH ROCK EXCURSIONS.

The superb steamer

PLYMOUTH ROCK

will make a

DELIGHTFUL EVENING EXCURSION

TO PERTH AMBOY

AND AROUND STATEN ISLAND,

FRIDAY, JULY 16,

Leaving foot Murray st., North River, at 5 P. M.

TICKETS, round trip, ONE DOLLAR.

PLYMOUTH ROCK EXCURSIONS.

SUNDAY NEXT,

TO NEW-HAVEN AND RETURN.

TICKETS, ONE DOLLAR.

Full particulars in New-York *Sun*.

DAILY EXCURSIONS TO ROCKAWAY BEACH.

The steamers AMERICUS and NEVERSINK will make excursions to Rockaway Beach daily, Sundays included, leaving as follows:

AMERICUS.

24th st., N. R., 8:30 A. M. and 1:15 P. M. West 10th st., N. R., 8:45 A. M. and 1:30 P. M. Barclay st., N. R., 9 A. M. and 1:40 P. M. Fulton Ferry, Brooklyn, 9:30 A. M. and 2 P. M.

NEVERSINK

9th st., E. R., 8 A. M. and 12:45 P. M. South 6th st., Williamsburg, 8:15 A. M. and 1 P. M. Grand st., E. R., 8:30 A. M. and 1:15 P. M. Pier No. 27 E.R., 8:45 A. M. and 1:30 P. M. Fulton Ferry, Brooklyn, 9 A. M. and 1:45 P. M. Returning, boats leave Rockaway Beach at 10:45 and 11 A. M., 5 and 5:15 P. M. Fare, 35 cents; excursion tickets, 50 cents. Tickets good on either boat.

DAILY EXCURSIONS THROUGH THE charming scenery of the East River, Lower Sound, and Hempstead Harbor to Sea Cliff, Long Island.—The popular steamer THOS. P. WAY has been chartered for the season by the Sea Cliff Association, and will make two trips daily, Sundays excepted. Time, 90 minutes. Will leave pier foot of Grand st., East River, at 9 A. M. and 5 P. M.; leaves Sea Cliff at 7 A. M. and 3 P. M., (and Saturdays 7 P. M.,) touching at Whitestone on the 7 A. M. and 5 P. M. trips, and 33d st. on all trips.

The delightfully located Sea Cliff House, with accommodation for 700 guests, is now open, where sojourners are free from the pernicious influences common at fashionable watering-places, and yet enjoy all healthful land and water recreation and sport at very reasonable rates.

For hotel particulars address M. H. CLINTON, Sea Cliff, Long Island. Excursions, parties of Sunday-schools, church and temperance societies. For boat and grove address S. P. KITTLE, No. 203 Canal st., New-York.

FAMILY EXCURSIONS TO SEA CLIFF,

GLEN COVE, AND GLENWOOD.

Steamer GENERAL SEDGWICK leaves Pier No. 24 East River, (Peck slip,) daily, (Sundays excepted,) at 8:30 A. M., 33d st., 8:45. Returning, leaves Glenwood at 3:45, Sea Cliff 4, and Glen Cove 4:05 P. M., landing at 33d st.

EXCURSIONS BY STEAM-BOAT ARMENIA—Daily (sundays excepted) from NEW-YORK AND BROOKLYN, through the HIGHLANDS and NEWBURGH BAY to NEWBURGH, with opportunity of spending three hours at the unrivaled PICNIC GROUNDS of IONA ISLAND, or two hours at COZZENS' HOTEL OR WEST POINT. See advertisement in another column.

FOR EXCURSIONS.—SALOON STEAMER WYOMING, (with new boiler,) and others; barges Republic, Chicago, Baldwin, Caledonia, and Anna, Eagle-wood, Oriental, Excelsior, Cold Spring, and Ioua Island Groves to let. Office No. 384 West st., opposite Christopher Street Ferry; open evenings.

H. B. CROSSETT.

FOR EXCURSIONS.—THE LARGE, FIRST-class, favorite STEAM-BOATS SLEEPY HOLLOW, now called the LONG BRANCH, and METAMORA; Dudley's, Alderney, Spring Hill, Myers', Alpine, and Ioua Island Groves, with barges and boats of all kinds. J. & E. MYERS, corner of Morton and West sts.

STEAM-BOATS.

SEA BIRD,

Capt. H. B. PARKER, for Red Bank and intermediate stations. Pier No. 35 North River, foot of Franklin st.

LEAVE NEW-YORK.	L AVE RED BANK.
Wed'sday, 14th, 11:30 A. M.	Wed'sday, 14th, 4:00 P. M.
Thursday, 15th, 3:00 P. M.	Friday, 16th, 6:30 A. M.
Friday, 16th, 3:00 P. M.	Saturday, 17th, 6:45 A. M.
Saturday, 17th, 3:00 P. M.	Saturday, 17th, 7:00 P. M.
Sunday, 18th, 8:00 A. M.	Sunday, 18th, 3:00 P. M.
Sunday, 18th, 7:00 P. M.	Monday, 19th, 6:45 A. M.

HELEN,

Capt. J. S. THROCKMORTON for Red Bank and intermediate stations. Pier 35 North River, foot Franklin st.

LEAVE NEW-YORK.	LEAVE RED BANK.
Monday, 12th, 3:00 P. M.	Monday, 12 n., 6:00 A. M.
Tuesday, 13th, 3:00 P. M.	Tuesday, 13th, 6:00 A. M.
Wed'sday, 14th, 3:00 P. M.	Wednesday, 14th, 6:30 A. M.
Thursday, 15th, 11:00 A. M.	Thursday, 15th, 6:30 A. M.
Friday, 16th, 7:00 A. M.	Thursday, 15th, 3:00 P. M.
Saturday, 17th, 2:00 P. M.	Friday, 16th, 3:00 P. M.

ALBANY AND TROY BY DAYLIGHT.—DAY BOATS C. VIBBARD AND DANIEL DREW leave Vestry st., Pier No. 39 North River, daily (Sundays excepted) at 8:35, and 24th st. at 9 A. M., landing at West Point, Cornwall, Newburg, Poughkeepsie, Rhinebeck, Catskill, and Hudson. TICKETS ON SALE FOR POINTS NORTH AND WEST. Trip tickets to West Point, Cornwall, and Newburg, returning same day, $1. Special train to and from Saratoga: To Saratoga, $3 20; Round Trip, $5 40.

FOR NEW-HAVEN, HARTFORD, SPRINGFIELD, WHITE MOUNTAINS, MONTREAL, AND INTERMEDIATE POINTS.—Steamer leaves Peck Slip daily (Sunday excepted) at 3 P. M.; 23d st., East River, 3:15 P. M., connecting with special train at New-Haven. Night boat leaves Peck Slip at 11 o'clock. Tickets sold and baggage checked at No. 944 Broadway, New-York, and No. 4 Court st., Brooklyn.

NEWBURG, CORNWALL, WEST POINT, COZZENS' HOTEL DOCK.

Daily (Sundays excepted) by steamboat ARMENIA, from BROOKLYN, Fulton st., at 8:30 A. M.; Vestry st., New-York, 9:10, 24th st., 9:30, landing at Manhattanville, 9:55; Yonkers, 10:35; Dobb's Ferry, 11; Nyack and Tarrytown, (by ferry-boat), 11:25. Returning from Newburg at 2:30 P. M., reaching New-York at 6:30 and Brooklyn at 7 P. M.

PEOPLE'S LINE FOR ALBANY AND SARATOGA—Leaves daily at 6 P. M. (Sundays excepted) from pier No. 41 North River, foot of Canal street.

SPECIAL NOTICE.—On Saturday, July 3, and every Saturday at that hour, notice, the steamers of this line will leave at 5 P. M. instead of 6 P. M., as heretofore, in order to connect at Albany with the Sunday morning train for Saratoga and the West.

LLOYD'S DOCK, OYSTER BAY, LAURELTON, AND JONES' DOCK.—The steamer SAPPHO, Capt. Jay L. Clark, will leave New-York daily, (Sundays excepted,) for all the above places, from Pier No. 27 East River, opposite Roosevelt st., at 5:30 P. M., and foot 33d st., East River, at 5:45 P. M. Returning to New-York, from Jones' Dock, at 6:15 A. M.; Laurelton, 6:20 A. M.; Oyster Bay, 7 A. M.; Lloyd's Dock, 7:15 A. M.

Fare, all landings, 60 cents.

CITIZENS' LINE STEAM-BOATS FOR TROY, connecting with all railway lines North and West. Elegant steam-boats leave daily, Saturday excepted, at 6 P. M. from Pier No. 40, North River, foot of Leroy st. Through tickets sold over all connecting lines.

JOSEPH CORNELL, Superintendent.

OPPOSITION CATSKILL LINE.

STEAMERS

ANDREW HARDER, Capt. L. H. PENTZ,
J. B. SCHUYLER, Capt. C. D. HANCOX,

Leave Franklin st., Pier No. 35, North River, every day (Sundays excepted) at 6 P. M.

FOR RONDOUT AND KINGSTON, LANDING at Highland Falls, (near West Point,) Cornwall, Newburg, Marlborough, Milton, Highland, (New-Paltz,) and Esopus, the steam-boat THOMAS CORNELL, every Tuesday, Thursday, and Saturday, leaving Harrison st., Pier No. 34 North River, at 4 P. M.

FOR WEST POINT, NEWBURG, POUGHKEEPSIE, RONDOUT, KINGSTON, COZZENS, CORNWALL, MILTON, NEW-HAMBURG, AND (MARLBORO' by ferry.) THE STEAMER MARY POWELL leaves Vestry st., Pier No. 39, North River, daily at 3:30 P. M.

CATSKILL.—BOATS UP THE CREEK.—NEW CHAMPION and WALTER BRETT daily (Sunday excepted) from Canal st. at 6 P. M. Fare 50c. Connecting with Churchill's line of stages for Cairo, Durham, Windham, and all points west.

FOR GREENWICH AND NORWALK.—THE favorite steam-boat NELLY WHITE leaves every week day at 3:30 P. M., from Market st., Pier No. 37 and foot of 33d st. at 3:45. Leaves Norwalk at 6:50 and Greenwich at 8 A. M. Fare, 50 cents.

FOR BRIDGEPORT AND ALL POINTS ON Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine slip at 11:30 A. M.

STEAMBOATS.

SARATOGA REGATTA

VIA

PEOPLE'S LINE

On and after July 13 enlarged accommodations will be offered to the traveling public by the enterprising proprietors of the People's Line steamers by the addition of another large and elegant steamer to those now running from this City to Albany and Saratoga, so as to offer staterooms and superior comforts to the thousands of pleasure-seekers visiting the Springs in time for the Regatta on Saratoga Lake. The steamer ST. JOHN has been expensively decorated and improved with special reference to this occasion. A great reduction in excursion tickets to Saratoga and return, Round Lake and return, and to Albany and return, is now offered at the Company's office, Pier No. 41 North River, foot of Canal st.

PROVIDENCE & STONINGTON

STEAM-SHIP COMPANY.

Consolidation of STONINGTON Line and PROVIDENCE Line between NEW-YORK and BOSTON.

STONINGTON LINE

For Providence, Newport, and Boston.

The elegant Steamers RHODE ISLAND, Tuesdays, Thursdays, and Saturdays; and NARRAGANSETT, Mondays, Wednesdays, and Fridays, leave Pier No. 33 North River, foot of Jay st., at 5 P. M.

Through tickets to all principal points in New-England and the Provinces may be obtained at Railroad Depots and Hotel Ticket Offices. State-rooms may be secured in advance at the Offices of Westcott Express Company and No. 319 Broadway.

PROVIDENCE LINE,

Via Providence Direct.

The staunch and powerful Steam-ships ELECTRA, Mondays, Wednesdays, and Fridays; and GALATEA, Tuesdays, Thursdays, and Saturdays, leave Pier No. 27 North River, foot of Robinson st., at 5 P. M. Direct route for Worcester and all Northern points via Worcester.

Freight via either line taken at lowest rates.

R. R. BABCOCK, President.

L. W. FILKINS, General Passenger Agent.

WHITE MOUNTAINS, VIA STONINGTON LINE,

daily from pier No. 33 North River at 5 P. M., connecting at Stonington with the 4:30 A. M. WHITE MOUNTAIN EXPRESS. New and elegant drawing-room cars THROUGH without change.

FALL RIVER LINE

FOR BOSTON,

VIA NEWPORT AND FALL RIVER.

Daily (SUNDAYS, June 27, to Aug. 29, inclusive,) at 5 P. M., from Pier No. 28 North River, foot of Murray st.

THE WORLD-RENOWNED STEAMERS

BRISTOL AND PROVIDENCE.

HALL'S CELEBRATED BANDS ENGAGED FOR THE SEASON.

Tickets and state-rooms secured at principal hotels and ticket offices and on the pier.

BORDEN & LOVELL, Agents, New-York.

GEO. L. CONNOR, General Passenger Agent.

SUMMER RESORTS.

United States Hotel,

SARATOGA SPRINGS.

Will open for reception of guests June 1, 1875.

JAMES M. MARVIN, Proprietor.

Diagrams of rooms will be sent on application.

THE RIVERSIDE HOUSE,

(152d st.,) CARMANSVILLE ON THE HUDSON.

FIRST-CLASS HOUSE

AT REASONABLE RATES.

Elevated; connects with Hudson River Railroad every hour from 30th st. and 9th av.

S. L. PIERCE, Proprietor.

HOTEL FENIMORE,

COOPERSTOWN, N. Y.,

OPEN FOR THE SEASON.

JAMES BUNYAN, Proprietor.

WEST POINT HOTEL,

WEST POINT, N. Y., ON THE PARADE GROUND.

ALBERT H. CRANEY, Proprietor.

ON THE SEA-SHORE.—PLIMPTON HOUSE, WATCH HILL, R. I. (near Stonington, Conn.)—Cheerful house, always cool; good fare, good water, perfect drainage; fine, safe surf-bathing; five minutes' walk to the beach; good boating and fishing; highly recommended for families, &c.; moderate terms; circulars by order; reopens in June. Accessible by New-York and Stonington steam-boats, (from New-York to Watch Hill by boats $2 75,) and by Shore Line Railroad to Stonington, Conn.

RYE BEACH HOTEL, WESTCHESTER County, N. Y., is now open for the season and prepared to make arrangements for boarders. W. E. ROBINSON, Manager.

NORWOOD HOTEL—AT NORWOOD, TWENTY miles from New-York on the Northern Railroad of New-Jersey, is now open.

Mrs. M. E. WIXSON, Proprietress.

LONG BRANCH.—TOWER COTTAGE, IN FULL view of ocean, and next to Metropolitan Hotel; pleasant rooms with liberal table; references. Apply at cottage, or No. 51 West 36th st.

ROUND HILL HOTEL, NORTHAMPTON, MASS.—"Paradise of America."—Jenny Lind. Opens May 1. Terms reasonable. Send stamp for Tourist's Guide.

BOARD AT GLEN RIDGE, CORNWALL, N. Y.—House open from May 1. JAMES G. ROE.

BANKRUPT NOTICES.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New-York.—In the matter of DAVID HELLER, ASHER HELLER, and SOLOMON W. HELLER, bankrupts.—In Bankruptcy.—No. 5,092.—Before James F. Bishop, Register.—To whom it may concern: The undersigned hereby gives notice of his appointment as Assignee of David Heller, Asher Heller, and Solomon W. Heller, of the City of New-York, and State of New-York, within said district, who have been adjudged bankrupts, upon the petition of their creditors, by the District Court of said district.—Dated at New-York, the 10th day of June, A. D. 1875.

REECE M. OBERTEUFFER, Assignee, No. 90 Grand street, New-York City.

BLUMENSTIEL & ASCHER, Attorneys for Assignee, No. 320 Broadway. jy8-law3w-Th*

IN THE DISTRICT COURT OF THE UNITED States for the Eastern District of New-York.—In the matter of JOHN M. SMITH and CHARLES A. HALL, bankrupts.—The undersigned hereby gives notice that he will sell at public auction, at No. 3 Bowery, in the City of New-York, on the 13th day of August, 1875, at 11 A. M., all the notes, book and notes, and assets remaining undisposed of, the property of the above-named bankrupts, or either of them.

NEW-YORK, July 14, 1875.

jy15-law3w-Th* ARNOLD WYMAN, Assignee.

BANKRUPTCY.—DISTRICT OF NEW-JERSEY, ss.—In the matter of WILLIAM SMITH, bankrupt. At New-Brunswick, on the 15th day of July, A.D. 1875.—Notice is hereby given that I have filed my final accounts as assignee of the estate of William Smith, bankrupt, in said Court, and that on the 27th day of July instant I shall apply to said Court for the settlement of said accounts, and for a discharge from all liability as assignee of said estate in accordance with the provisions of the twenty-eighth section of the bankrupt act of March 2, 1867.

K. T. B. SPADER, Assignee.

BANKRUPTCY.—DISTRICT OF NEW-JERSEY, ss.—At New-Brunswick, N. J., the thirteenth day of July, A. D. 1875.—The undersigned hereby gives notice of his appointment as assignee of JOHN BOUNDY, of the City of New-Brunswick, in the County of Middlesex, and State of New-Jersey, within said district, who has been adjudged a bankrupt upon his own petition, by the District Court of said district.

jy15-law3w-Th K. T. B. SPADER, Assignee.

PUBLIC NOTICES.

OFFICE OF THE COMMISSIONERS OF RAPID TRANSIT, } PART II., COURT OF COMMON PLEAS, NEW COURT-HOUSE, NEW-YORK, July 14, 1875.

THE COMMISSIONERS OF RAPID TRANSIT hereby give notice that for the purpose of expediting the business for which they were appointed, they request that all plans and suggestions intended to be communicated to them, as to route or method of construction or operation of a Rapid Transit Railway, be made to them in writing on or before Aug. 1, 1875, at this office. Models and drawings may be left at this office on any day except Saturday, between 10 A. M. and 3 P. M. JOSEPH SELIGMAN, President.

DEFAULTED

RAILROAD AND MUNICIPAL BONDS

BOUGHT AND SOLD

By the old established Stock and Bond House of

ALBERT H. NICOLAY & CO.,

NO. 43 PINE ST., NEW-YORK.

SAVINGS BANKS.

GREENWICH SAVINGS BANK,

NO. 73 6TH AV. JULY INTEREST FOR 1875.

The Board of Trustees have ordered that interest at the rate of SIX PER CENT. per annum be paid to depositors on sums of five hundred dollars and under, and at the rate of FIVE PER CENT. on sums over that amount, agreeably with the provisions of the by-laws, and payable on and after TUESDAY, the 19th of July.

Interest not called for will be credited as principal. Deposits will draw interest from the 1st of January, April, July, and October.

Bank open daily from 10 A. M. to 3 P. M.

R. F. WHEELWRIGHT, President.
C. GILBERT, Treasurer.

JAMES BRYCE, } Secretaries.
J. HARSEN RHOADES. }

THE BANK FOR SAVINGS, No. 67 BLEECKER ST., (Opposite Crosby st.,) NEW-YORK, July 14, 1875.

THE BOARD OF TRUSTEES HAVE THIS day declared the usual interest, under the provisions of the By-laws, for the last six months, ending the 30th of June, as follows:

At the rate of five per cent. per annum on all sums of five dollars and under five hundred dollars; and of four per cent. on all sums amounting to five hundred dollars and upward, payable on and after the third Monday being the 19th of this month.

This interest is carried at once to the credit of depositors as principal, on the 1st inst., where it stands exactly as a deposit.

It will be entered on the pass-books at any time when required on and after the 20th inst.

OTIS D. SWAN, Secretary.

BROADWAY SAVINGS INSTITUTION, No. 237 Broadway, entrance on Park place.

Interest on deposits entitled thereto, for the six months ending June 30, at the rate of six per cent. per annum, on all sums of $5 and upward, will be paid on and after July 19.

FRANCIS P. SCHOALS, President.
WADE B. WORRALL, Sec. PETER CUMMING, Actuary.

FRANKLIN SAVINGS BANK, CORNER 42D ST. AND 8TH AV.—Interest Dividend.—Interest at the rate of SIX per Cent. per annum for the six months ending July 1, 1875, will be paid to depositors entitled thereto on and after Monday, July 19.

JAMES F. CHAMBERLAIN, President.
JAMES E. SMITH, Secretary.

FINANCIAL.

VERMILYE & CO.

BANKERS,

16 and 18 Nassau st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.
NEW-YORK CITY AND BROOKLYN BONDS.
BUY AND SELL ON COMMISSION
RAILWAY STOCKS, BONDS, AND GOLD.

INTEREST ON DEPOSITS.

WASH'N R. VERMILYE, JAS. A. TROWBRIDGE, DONALD MACKAY, LATHAM A. FISH

REMOVAL.

James G. King's Sons

HAVE REMOVED

FROM 61 NASSAU ST.

TO THEIR OLD OFFICES,

Nos. 51 and 53 William st.,

CORNER OF PINE.

CHASE & ATKINS,

BANKERS AND BROKERS

NO. 18 BROAD STREET, NEW-YORK.

INTEREST ALLOWED ON DEPOSIT ACCOUNTS SUBJECT TO DRAFT AT SIGHT.

GOLD; GOVERNMENT STATE MUNICIPAL AND RAILROAD SECURITIES, BOUGHT AND SOLD ON COMMISSION.

TO INVESTORS.

WE OFFER FOR SALE

$200,000 GOOD SAFE SEVEN PER CENT. MUNICIPAL BONDS.

Also,

$100,000 SOUND AND DESIRABLE EIGHT PER CENT. CITY AND COUNTY BONDS.

These bonds represent the highest grade of security, and combine perfect safety with desirable profit.

For full particulars address

A. W. BEASLEY & CO., No. 12 Wall st., New-York.

WE ARE OFFERING

A LIMITED AMOUNT OF WELL-SECURED

FIRST MORTGAGE SEVEN PER CENT. RAILROAD BONDS

AT 90 AND INTEREST.

JOHN J. CISCO & SON,

No. 59 Wall st.

St. Louis County GOLD 6S.

PARK ISSUE, FOR SALE BY

DREXEL, MORGAN & CO.

REPORT OF THE CONDITION OF THE CENTRAL NATIONAL BANK, at New-York, in the State of New-York, at the close of business, June 30, 1875:

RESOURCES.

Loans and discounts	$4,973,744 26
Overdrafts	920 77
U. S. bonds to secure circulation	1,670,000 00
U. S. bonds to secure deposit	200,000 00
Other stocks, bonds, and mortgages	309,434 78
Due from other national banks	357,387 88
Due from State banks and bankers	30,419 13
Real estate, furniture, and fixtures	322,937 35
Premiums paid	120,000 00
Checks and other cash items	99,267 83
Exchanges for Clearing-house	632,731 65
Bills of other national banks	54,000 00
Fractional currency (including nickels)	28,903 62
Specie (including gold treasury notes)	43,641 16
Legal-tender notes	608,649 00
U. S. certificates of deposit for legal tenders	1,445,000 00
Redemption fund with U.S. Treasurer (five per cent. of circulation)	75,000 00
Total	$10,943,167 43

LIABILITIES.

Capital stock paid in	$2,000,000 00
Surplus fund	120,000 00
Other undivided profits	332,465 50
National bank notes outstanding	1,343,482 00
Dividends unpaid	3,952 25

THE COTTON CONGRESS.

INFLATION, DIRECT TRADE, GOVERNMENT SUBSIDIES.

WHAT THE COTTON MEN AND GRANGERS ASSEMBLED AT RALEIGH WOULD LIKE—SOME CURIOUS RESOLUTIONS—WHAT THE DIRECT TRADE UNION HAS DONE—CONGRESS ASKED TO REPEAL THE BANKING TAX, INFLATE THE CURRENCY, AND SUBSIDIZE THREE GRAND TRUNK RAILWAYS—THE CONGRESS UNANIMOUS FOR INFLATION AND MAKING GREENBACKS LEGAL TENDER FOR GOVERNMENT DUES.

Special Dispatch to the New-York Times.

RALEIGH, N. C., July 14.—The Cotton States Congress decided to hold its next session at Nashville, Tenn., at such time as the President shall appoint. Additional representatives reported from Georgia, Louisiana, Virginia, and North Carolina. A dispatch was received from the National Cotton Exchange asking the Congress to consider whether the ten per cent. tax on other circulation than national currency is beneficial to the cotton interests of the South, and if its repeal would not lower the rates of interest and greatly benefit the farmers. This resolution was referred to a committee of five. The constitution of the Rockdale Co-operative Societies of England was read, and a committee appointed to take the matter into consideration and report at this session. Resolutions were adopted urging Legislatures of different States to establish departments of agriculture.

Mr. Paine, of Georgia, Secretary of the Direct Trade Union, made a statement of the affairs of the Union, which was organized in April, 1874, to benefit the farmer. Commission merchants had established enormous and unjust charges. Nobody had stock except Patrons of Husbandry. This restriction was necessary to keep capitalists from gaining control of the Union. The Union first assisted farmers in the purchase of bagging and ties, which were distributed through Georgia. Bagging fell two cents per yard at once. The credit system and quick sales bring cotton into the market early. The Union sent an agent to Liverpool to make arrangements so that planters might hold their cotton, and at the same time let the farmers have their money. This arrangement was made by Col. Lawton, agent of the Union, at five per cent. The advance in gold in this country had been detrimental to the company, and had put up the price of cotton here, but not in England. Lawton mistook the needs of planters and withheld the sale of cotton until the whole shipment was sold. The sales under the auspices of the Union in Georgia and Tennessee had given full satisfaction. In cities the buyers always combine rather than allow cotton to be shipped direct. The buyers will advance prices. The Union has for its object the procuring of supplies for the farmers at lower prices. Coffee was now receiving the attention of the Union. Rio could now be bought in Savannah for seventeen cents. The shipments of cotton made by the Union direct to Europe amounted to 5,000 bales from last year's crop.

A resolution was introduced recommending the Union to farmers. Mr. Paine stated that the Executive Committee of the Union had censured Lawton, and did not think the like would occur again. Cotton sales with money ought to reach Charlotte, N. C., from England in thirty-five days. Col. Johnston stated that although sales had been delayed, the returns of sales had been prontable, and the Union should be encouraged. The reso ution was referred to the Committee on Co-operation. A letter was read from S. A. Pierce, of Columbia, S. C., proposing to test the co-operative movement in Columbia, and giving the advantages of railroad and water power that Columbia possesses, and urging granges to aid in putting up the necessary mills. This letter was also referred to the Committee on Co-operation.

C. L. Johnston, from the Special Committee of Five to whom the request of the National Cotton Exchange was referred, reported a resolution asking the Representatives in the United States Congress to repeal the act imposing ten per cent. taxation on all banking circulation other than national currency of the United States. An elaborate argument was made by Col. Johnston advocating inflation, taking the ground that there is great and pressing need for a circulation of more than $2,000,000,000, as compared with the present circulation of $800,000,000. The Congress was unanimously in favor of inflation of the currency. Col. Johnston said there was a ring in Washington headed by the President, and which existed in the United States Senate, in favor of contraction.

A constitution and by-laws were adopted authorizing the election of the following officers: President, a Vice President from each cotton State, Secretary and Treasurer. Standing Committees on Finance, Immigration, Fertilizers, Labor, Transportation and Agricultural Implements, Tobacco, Cereals, Grasses, Stock Inclosures, Horticulture, Pomology, and Cotton, each of three members, were also appointed. The following officers were elected and installed: President, D. E. Butler, of Georgia; Secretary, J. D. Whitford, of North Carolina; Treasurer, R. C. Simms, of South Carolina.

An essay of E. M. Pendleton, Professor of Agriculture, of Georgia, on agricultural education, was read. Thomas P. James, Commissioner of Agriculture, of Georgia, stated that the average price of fertilizers sold in Georgia in 1874 was $51 per ton. Forty-eight thousand six hundred and forty-eight tons were purchased that year, at an expense of $2,481 48. The amount carried over railroads into Georgia during this season has fallen off four-fifths as compared with last year, Georgia farmers using acid phosphates with compost of their own make.

At the afternoon session a resolution urging upon the State and subordinate granges and the agricultural societies of the Southern States the imperative and absolute propriety of providing an abundance of all articles of prime necessity was unanimously adopted. The committee on a proper basis to unite the commercial interests of the Southern States and the States of the West and North-west, reported that the South Atlantic and all the North and North-western States should be united to each other by the strongest ties of commercial and social interest; that by reason of their diversity of climate, soil, and production, each producing the prime articles of domestic necessity required by the other, these two great sections of our common country are virtually in closer proximity to each than any other two of its extensive divisions that so much require each other's productions; that cheap transportation for these articles is demanded; that the extreme poverty of the South Atlantic States from desolating war, and the great ranges of the Appalachian Mountains, lying between them and the great North-west, interpose insuparable barriers to quick and cheap transportation, and place the construction of such facilities of inter-communication beyond the reach of private enterprise. Therefore, the following resolution was adopted: That the Congress of the United States be requested to afford such aid as will insure the construction of three great trunk lines of railroads—one from Chicago to Morristown, Tenn.; another from St. Louis through Cumberland Gap to Knoxville, Tenn., and a third from Memphis to or near Atlanta or Macon, Ga. It is estimated that such aid will be obtained from private individuals as will induce the United States Congress to extend the subsidy asked for by the resolutions, and that the cost of constructing the railroads mentioned will not be more than one-tenth of that required for the construction of the canals asked of the last Congress.

A resolution was adopted referring the matter of co-operation with the Rockdale Society, of England, to the National Grange. The following resolution was adopted:

"That for the purpose of approximating the value of greenbacks and to relieve the labor and industries of the country, the Congress of the United States be requested to make them a legal tender for all dues to the Government, including the duties on foreign importations as well as the interest on all its bonds, that there may be but one currency for the Government, the bondholders, and the people."

A NUMBER OF CHURCH BEQUESTS.

PROVIDENCE, R. I., July 14.—The will of the late Robert H. Ives was filed in the Probate Court to-day. It gives the estate mainly to his daughter, wife of Prof. William Gamwell, who, with his son, are executors of the will. Among the bequests are the following: To the Board of Missions of the Protestant Episcopal Church of the United States, $9,000, one-third thereof to the Domestic Committee for domestic missions, and two-thirds to the Foreign Committee for foreign missions; to the Trustees of the Church of the Redeemer in Providence, $10,000, to constitute a separate fund, the income of which shall be applied toward the salary of the rector officiating in said church, conditioned that it shall not become a ritualistic church; to Rev. Charles H. Wheeler, now rector of the Church of the Redeemer, $5,000; to Right Rev. Bishop Thomas M. Clark, of this diocese, $500; to his respected friend and Pastor, Rev. C. A. L. Rickards, the sum of $500; to his respected friend and late Pastor, Rev. Richard B. Duane, D. D., of New-Jersey, a gold watch of the value of $400.

THE CANAL INVESTIGATION.

REFUSAL OF CONTRACTOR DENISON TO PRODUCE HIS BOOKS—HE IS ADJUDGED GUILTY OF CONTEMPT AND SENT TO PRISON.

ALBANY, N. Y., July 14.—H. D. Denison, the contractor, to-day appeared before the Canal Investigating Committee accompanied by his counsel, William C. Ruger, of Syracuse, and Frank Hiscock, also of Syracuse, of counsel for James J. Belden, one of the partners of Denison. On being asked if he was prepared to produce his books he replied through his counsel, that they declined to do so. Thereupon he was adjudged guilty of contempt by the commission and committed to the custody of the Sheriff to be imprisoned for thirty days in the county jail of this county unless he shall sooner comply with the requirements of the commission. The writ under which he was arrested runs as follows:

The People of the State of New-York to the Sheriff of Albany Greeting:

Whereas, In a certain investigation of the affairs of the canals of the State of New-York, pending before a commission appointed to investigate the affairs of the canals of the State duly appointed under and by virtue of the authority of the Legislature of the State of New-York, one Henry D. Denison had two certain contracts with the people of the State of New-York for the performance of work upon the canals of the State, one of said contracts being for the performance of work between Port Schuyler and the lower Mohawk Aqueduct, and the other of said contracts being for the performance of work at Utica, from the eastern limits of the city of Utica, to the junction of the Chenango Canal; and whereas the said commission was investigating the subject of the said contracts of the said Henry D. Denison; and whereas, the said Henry D. Denison had been duly subpœnaed to appear before such commission to give such information touching the subject of inquiry of said commission as might be in his possession, and had been further directed by said subpœna to bring with him before said commission all his books and papers relative to the said contracts with the State, to be performed between Port Schuyler and the lower Mohawk Aqueduct and at Utica, from the eastern limits of the city to the junction of the Chenango Canal, and had been duly subpœnaed; and, whereas the said Henry D. Denison did appear before said commission, said commission being then duly organized and holding a regular meeting to investigate the affairs of the canals of the State, on the 14th day of July, 1875, and did then and there admit and declare, that he had in his possession books and papers relative to his said contracts with the State for the work to be performed between Port Schuyler and the lower Mohawk Aqueduct, and at Utica from the eastern limits of the city to the junction of the Chenango Canal, and did then and there, in the immediate presence of said commission, wilfully refuse to produce said books before said commission and to obey such subpœna; and whereas the said Henry D. Denison has thus been guilty of a wilful disobedience of process lawfully issued by said commission to investigate the affairs of the canals of the State, and of contemptuous behavior in the immediate view and presence of said commission during its sitting, directly tending to interrupt its proceedings and impair the respect due to its authority; and whereas the aforesaid misconduct of the said Henry D. Denison is calculated to impair or defeat the rights of the State in said investigation, and, whereas the said Henry D. Denison, being now here before this commission, has for the causes aforesaid been adjudged guilty of contempt of the said commission; now, therefore,

You are hereby ordered to take the body of the said Henry D. Denison and commit him to the common jail of the County of Albany, and there keep him imprisoned until he shall have consented to produce and shall produce to and before the commission all his books and papers relative to his contracts with the State for work to be performed between Port Schuyler and the lower Mohawk Aqueduct, and at Utica from the eastern limits of the city to the junction of the Chenango Canal, not exceeding thirty days.

Witness the hands of the commission affixed hereunto, at this present sitting of this commission, appointed to investigate the affairs of the canals of the State, at the Capitol, in the City of Albany, on the 14th day of July, 1875.

(Signed,)

JOHN BIGELOW, Commissioner.
D. MAGONE, JR., Commissioner.
A. E. ORR, Commissioner.
JOHN D. VAN BUREN, JR., Commissioner.

The commission availed themselves of the advice of Mr. Fairchild, Deputy Attorney General, and Samuel Hand, Esq., of the firm of Hand, Hale, Swartz & Fairchild. At 4 o'clock this afternoon Mr. Denison's counsel appeared before Judge Learned and made application for a writ of habeas corpus. The Judge granted the writ, it being made returnable before him to-morrow, and upon the return the whole question of the power of the commission to require the production of papers will come up for argument and decision. Hon. Frank Hiscock and William C. Ruger, of Syracuse, appear as counsel for Mr. Denison, and Deputy Attorney General Fairchild and Samuel Hand for the commission. It is expected that the case will be pressed to a prompt decision.

TEMPERANCE AT SEA CLIFF.

THE NATIONAL CONVENTION IN CAMP—OPENING OF THE SEASON—LIVE DISCUSSION ON THE SUBJECT OF TEMPERANCE.

From Our Own Correspondent.

SEA CLIFF, Long Island, Wednesday, July 14, 1875.

The religious and recreative season opens at this delightful resort not with great flourish of trumpets, nor with a horse-race, nor yet with a collegiate regatta. For a week or two the seekers after fresh air and repose have been entertained with a diversity of meetings. First, there was an organ concert with the great organ just erected in the Tabernacle and some of the most skilled singers from Brooklyn and New-York. Then there was an "Old Folks'" concert, under the management of Mrs. Corbit, of New-York. A series of Biblical spelling matches had been planned and advertised, but this was indefinitely postponed, owing to lack of patronage.

The Temperance Convention—in camp—now in session is really the opening attraction of the season, so far as numbers are concerned.

Since last year many cottages have been erected, some of which are specimens of rare architectural beauty, and models of homely comfort. The front of the Cliff, along the Sound, has been vastly improved by grading, and by the erection of the foundation for a boulevard. This boulevard will, when completed, extend along the shore from Roslyn to Glen Cove, a distance of about seven miles, and will be a magnificent drive, either for temperance people or other folks.

The temperance gathering is on a plan altogether new. Heretofore every temperance organization has pursued its own path of usefulness without co-operation with any others. The consequence has been, that the efforts of a great many good people have been wasted. Now, as these organizations are all working for a common object, some of the leaders have had the good sense to suggest a joining of the forces so as to economize what has been wasted. The arrangement of the Presidency is a novelty in its way. The Official Committee provides Presidents from day to day, one of each sex. To-day Hon. William Daniel, who is President of the Maryland Prohibition Society, was Chairman, and his colleague was Mrs. Gifford, who is at the head of the Women's Christian Temperance Union of Massachusetts.

This morning Rev. W. H. Boole delivered an address on the relation of the church to the temperance work. He handled without gloves the pious persons who are so afraid of the power of the demijohn and the bottle that they never speak out on temperance reform. Mr. Boole extolled the Methodist Church for having taken action more conspicuously brave than all the other churches, in the temperance resolutions passed at its last General Conference. A stranger in the audience reminded the speaker that the Presbyterian Church had done substantially the same thing at its last General Assembly, and Mr. Boole then paid a cheerful tribute to the bravery of that Church also.

This afternoon was devoted to a very interesting discussion of "How shall we reach the drinking classes?"

Mrs. Helen E. Brown, of New-York, well known as one of the most earnest women in the work of real reform, took the lead in this discussion in an eloquent address, which was followed by a number of five-minute volunteers. The prevailing idea in the discussion was that the drinking classes are to be reached through the people who supply them.

To-night Rev. Mr. Luce, of Maine, will address the congregation in the Tabernacle. He will be followed by Mrs. Wittenmyer, whose evangelical work, both in temperance and other reforms is widely known. To-morrow the celebrated Miss Willard of Chicago, will discuss the question of instilling temperance sentiments into the children of the public schools and Sunday-schools.

THE LATE CAPT. ALFRED F. PUFFER.

At a meeting of the Executive Committee of the "New-York Customs Mutual Aid Association," held at the Custom-house yesterday, the following resolutions were adopted relative to the death of Capt. Alfred F. Puffer.

Resolved, That in the death of our Chairman, Capt. Alfred F. Puffer, this association has suffered an irreparable loss.

Resolved—That in all the relations in which we have known the deceased, this association remembers with a saddened pleasure his energy, ability, and courtesy, his devotion to their interests, and his constant assiduity in their service, and bears cordial testimony to his integrity and moral worth, and his eminent qualities as a companion, an officer, and a man.

Resolved, That the Secretary be directed to enter upon the records of this association these resolutions, send a copy to his bereaved family, and publish them in one or more of the daily papers, at his discretion.

(Signed) E. W. B. Canning, C. Albert Gage, H. E. Esterbrook, H. K. Murray, Committee.

CUSTOM HOUSE, NEW-YORK, July 13, 1875.

OUT-DOOR SPORTS.

ANOTHER DISAPPOINTMENT AT CAPE MAY.

THE SWEEPSTAKES AND STEAM YACHT RACES OFF—THE FLEET THINNED BY DEPARTURES AND UNABLE TO START FOR LACK OF WIND—A HOT, HAZY DAY AND DIMINISHED CROWDS—THE YACHTS ON THEIR HOMEWARD WAY.

Special Dispatch to the New-York Times.

CAPE MAY, N. J., July 14.—To-day we had yet another disappointment. There was no wind, and consequently no yacht race. We rang all the changes between anticipation and doubt; we clung to hope as long as we could, and when there was no hope, we betook ourselves to despair, and said that we were reconciled. Several of the yachts had gone during the night or in the early morning, and the fleet was reduced by about one-half. The Resolute and Dreadnaught, of the larger yachts, had returned, and the Vesper and Creely were also missing. It was settled that the Madeleine, in consequence of the loss of her foretopmast, would not take part in the race, but she lay at her anchorage until after 11 o'clock. All the yachts had gone down last night to the steam-boat landing, some two miles distant by land, but a good deal more by water, inasmuch as a bar runs about three miles seaward. The Tallapoosa had anchored there over night. There was a very sensible diminution in the attendance of persons interested, for it did not look at all like a sailing day. There was just enough of breeze to carry the yachts down to the starting point, opposite the Cape May hotels, but once there the wind declined, and the fleet came to an anchor.

The Madeleine decided on going home, and started at 11:20, there being then but a very light breeze stirring. The other yachts all came to anchor, and waited patiently for the signal to start. The Sadie wanted to go under a very light wind, and the Captain said, suggestively, that if the Commodores wanted to give the prize to the Vindex they might do so. Any promise there was of a wind declined more and more as the day advanced. It was said that there would be a wind by 1 o'clock, but it never came, and the boats lay helplessly at their anchorage. A thick haze spread over the sky and grew narrower and narrower, and at times the Madeleine, which was only a few miles ahead, could hardly be seen. It was finally decided to abandon the race and the yachts came to an anchor, and for the rest of the day everything was dull. There was no possibility that the race could take place, and after waiting for a breeze, which came in the evening, the vessels went on their way to New-York, the Rambler starting first and the Idler second. There is no race on the return journey. The steam yacht race is abandoned, the Ideal being the only yacht to arrive. The yachts ready to start to-day were the Rambler, Idler, Mohawk, and Eva of the schooners; and the Vindex, Sadie, and Whitewing of the sloops.

The Plymouth Rock arrived in the evening with a large party of excursionists from Philadelphia, but left almost immediately. The Cape May regatta is now an accomplished fact, and has touched the extremes both of ill and good fortune.

MONMOUTH PARK TO-DAY.

AN EXCELLENT DAY'S SPORT PROMISED—THE GENTLEMEN'S RACE.

The programme presented for the sport to-day at Monmouth Park is an attractive one. The Gentlemen's Race, which is to be run to-day, has occasioned much talk among the friends of the respective gentlemen who are to ride. The first race on the programme is the Thespian Stakes, for two-year olds, three-quarters of a mile, value $500, added to a sweepstakes of $50 each, play or pay, the second to receive $100, and the third $50 out of the stakes. There are twenty-two nominations, but only three stables are announced to be represented at the post, viz: Pierre Lorillard, who has the following six: Shirly, by Lexington, Bertram, Parole, and Faithless by Leamington and Merciless by imp. Eclipse; August Belmont has the following three: Freebooter, by Kentucky out of imp. Felucca, Leather Stocking, by Kentucky, out of imp. Fluke, and Clematis, by Kentucky, out of imp. Fleur des Champs; H. P. McGrath will start Dailgasian, by Blarneystone, out of Lucy Fowler, by imp. Albion. The second race is the West End Hotel Stakes, a renewal of the Monmouth Oaks, for three-year-old fillies, value $1,000, added to a sweepstakes of $50 each, play or pay, one mile and three-quarters. There are twenty-five nominations and five stables will be represented, viz.: W. Cottrill, who has Ascension, by imported Australian, out of Lilly Ward, by Lexington, the winner of the Monmouth Oaks who will carry five pounds extra, and Puss Brodnax, by Daniel Boone, out of Emeline, by Brown Dick; D. D. Withers, who has Castinette, by Marayas, out of Cachuca, by Voltigeur, and a bay filly, by Lexington, out of Sue Washington, by Revenue; M. H. Sanford will start Finework, by Lexington, out of imported Filligree, by Stockwell; McIntyre & Swiney will start Katie Pierce, by imported Leamington, out of Stamps, by Lexington; and Robinson & Morgan's colors will be borne by Gyptis, by imported Australian, out of Mazurka. The third race will be the grand Jockey Club Purse of $2,000, for all ages, to carry 100 pounds, two-mile heats. There were eleven nominations for this, but some of the principal horses entered are broken down, and only three starters are announced, viz., M. A. Littell's b. h., Wild Idle, 5 years, by Australian, out of Idlewild; Joseph Donahue's ch. c. Dublin, 4 years, by Kentucky, out of Zaidee, and John F. Chamberlin's gr. f. Lizzie R., 3 years, by Aster, out of Fairy. The fourth race is the Long Branch Stakes for all ages, to carry 100 pounds, one mile and three-quarters. Out of eighteen nominations the starters will be Joseph Donahue's ch. h. Spindrift, aged, by imp. Bonnie Scotland; M. H. Sanford's b. m. Mate, 6 years, by imp. Australian; L. A. Hitchcock's ch. h. Galway, 5 years, by Concord, and D. J. Bannatyne's b. h. Audubon, 5 years, by imp. Australian. The fifth race will be the Gentlemen's Cup, dash of one mile, for gentlemen riders. There are five entries: The Hoaxer, 140 pounds; Remorse, 150 pounds; Rummy, 150 pounds; Vermuzo, 140 pounds; and Scramble, 160 pounds. The betting on these events at the Turf Exchange and Johnson's last night, was as follows:

THESPIAN STAKES.

	Exchange.		Johnson's.	
Lorillard	$100	$200	$105	$150
Belmont	35	80	35	50
McGrath	15	30 Field.	40	60
Total	$150	$310	$180	$260

The Field at Johnson's is composed of McGrath and Bevins.

WEST END HOTEL STAKES.

	Exchange.		Johnson's.	
Cottrill	$100	$200	$115	$85
Finework	60	110	56	45
McIntyre & Swiney	50	100	45	43
Robinson & Morgan	25	40	24	25
Withers	25	35	21	9
Total	$260	$485	$261	$207

TWO MILE HEATS.

	Exchange.		Johnson's.	
Wild Idle	$150	$200	$60	$50
Dublin	40	60	22	16
Lizzie R.	20	25	...	...
Total	$210	$285	$82	$66

Lizzie R. was not sold at Johnson's.

LONG BRANCH STAKES.

	Exchange.		Johnson's.	
Mate	$100	$200	$110	$120
Spindrift	35	55	30	31
Galway	25	50	25	26
Picolo	...	...	17	15
Audubon	15	20	10	12
Total	$175	$325	$192	$204

Picolo was not sold at the Turf Exchange.

GENTLEMENS' RACE.

	Exchange.
The Hoaxer	$50
Verunzo	25
Scramble	20
Remorse	10
Rummy	10
Total	$115

TROTTING AT FLEETWOOD PARK.

Two trots came off at Fleetwood Park yesterday. The first was a match of $500 between Little Darling and Kitty, and it was won by the former in three straight heats. The second was a wagon race for a purse of $100, offered to horses that had never beaten 2:35. There were ten entries, and nine of them started. Seven heats were trotted before a decision was arrived at. Lennie Case finally captured the purse. The last heat was trotted in the dark.

SUMMARY.

FLEETWOOD PARK, N. Y., Wednesday, July 14.—Match, $500; mile heat, best three in five, in harness.

W. Brooks' b. m. Little Darling 1 1 1
J. Murphy's w. m. Kitty 2 2 2

TIME.

	Quar.	Half.	Mile.
First heat	39	1:21	2:50
Second heat	40½	1:25	2:53¾
Third heat	43	1:24½	2:57½

SAME DAY.—Purse $100, for horses that had never beaten 2:35; mile heats, best three in five, to wagon; $60 to first horse, $30 to second, and $10 to third:

B. Mace's b. m. Leunie Case	2	2	1	1	6	2 1
J. Worthington's b. g. Emperor	6	5	5	2	1	1 2
A. Patterson's b. h. Fourth of July	1	4	7	3	3	4 3
J. L. Doty's ch. g. Break o' Day	7	1	2	8	0	3 dr.
D. B. Goff's br. m. Lady Woods	3	3	3	7	0	r.o.
J. Murphy's br. m. Kate S.	9	8	4	4	2	r.o.
R. Thornton's b. m. Vesta	4	6	6	5	5	r.o.
J. Haslett's b. g. Sherman	5	7	8	6	4	r.o.
J. H. Phillips' blk. g. Deceiver	8	9	dis.			
W. S. Thoms' b. m. Belle Ray	dr.					

TIME.

	Quarter.	Half.	Mile.
First heat	38½	1:18½	2:41¾
Second heat	38½	1:17	2:39
Third heat	37	1:15¾	2:39
Fourth heat	37½	1:17	2:39¾
Fifth heat	38	1:18	2:42
Sixth heat	38	1:19	2:41
Seventh heat	38	1:16	2:39

CRICKET.

INTERESTING MATCH BETWEEN THE PROSPECT PARK AND STATEN ISLAND CLUBS—THE FORMER CLUB WINS THE GAME—EVENTS FOR THE COMING WEEK.

A very interesting game of cricket was played yesterday on the Camp Washington Grounds, Fort Washington, Staten Island, between the Prospect Park and Staten Island Clubs. The game was called at 11:50 A. M., with the Staten Island Club at the bat. In the first inning W. Luske and W. M. Donald scored ten each, J. Eyre scoring 11. W. Brewster was sent to the bat, and, after scoring twenty-two by skilful play, was finally caught out by Syme on a ball bowled by Errington. At the fall of the tenth wicket, the Staten Islanders retired with a score of 75. Two players of the Prospect Park Club then took the bats, but after 1 run were bowled out by Rogers. The Prospect Park players ended their first inning with a score of 64. The only incidents of interest in the second inning of the Staten Island were a fine run of 15 by Donald and catch by G. Scott, which put out Eyre on a ball again bowled by Errington. The inning closed with a score of 38. The Prospect Park Club then went in with 50 runs to beat and 49 to tie, Brewster and Rogers to bowl. The fifth wicket fell with the score standing 9, Rogers' underhand bowling having puzzled the batters, and prevented them from making large runs. At the sixth and seventh wickets the score increased to 28 and 43 successively. The game was brought to a tie with a run of three by Franklin. At the ninth wicket, Sprague, one of the strongest batters of the Prospect Park eleven, was caught out by Romilly on a ball bowled by Brewster. One of the most closely-contested cricket games on record was then decided by a run made by G. Scott, he and Franklin still being at the bats. Following are the complete scores:

PROSPECT PARK.

FIRST INNING.		SECOND INNING.	
Dodge, ft. Rogers	1	b. Rogers	0
W. Scott, c. b. Rogers	3	c. b. Rogers	0
Ronaldson, b. Rogers	13	b. Rogers	13
Syme, b. Brewster	7	b. Brewster	0
Errington, c. Donald, b. Rogers	0	c. Stevens, b. Brewster	3
Franklin, b. Rogers	3	Not out	3
Davis, b. Brewster	2	Run out	15
Sprague, b. Rogers	12	Ronaldson, b. Brewster	1
Crossley, b. Rogers	1	c. Luske, b. Brewster	1
G. Scott, b. Brewster	4	Not out	1
Key, not out	0	b. Rogers	0
Byes, 5; leg byes, 3	8	Byes, 5; leg byes, 1	6
Total	64	Total	50

RUNS SCORED AT THE FALL OF EACH WICKET.

Innings. 1st. 2d. 3d. 4th. 5th. 6th. 7th. 8th. 9th. 10th.
First 1 6 17 18 32 33 39 59 64 64
Second ..... 0 5 6 8 9 28 43 46 49 50—50
Total 114

STATEN ISLAND.

FIRST INNING.		SECOND INNING.	
W. Luske, c. Scott, b. Ronaldson	10	b. Ronaldson	2
H. Davis, b. Ronaldson	0	c. and b. Ronaldson	2
J. R. Moore, b. Errington	0	b. Errington	1
E. W. Stevens, b. Ronaldson	1	b. Ronaldson	2
W. M. Donald, b. Ronaldson	10	b. Ronaldson	15
W. Brewster, c. Syme, b. Errington	22	b. Errington	3
McEyre, b. Ronaldson	4	b. Errington	1
H. Romilly, b. Errington	3	b. Errington	0
J. Eyre, c. Davis, b. Errington	11	c. Scott, b. Errington	0
A. Outterbridge, not out	3	Run out	2
M. Rogers, c. Sprague, b. Donaldson	0	Not out	4
Byes, 8; leg-byes, 3	11	Byes, 5; leg bye, 1	6
Total	75	Total	38

RUNS SCORED AT THE FALL OF EACH WICKET.

Innings. 1st. 2d. 3d. 4th. 5th. 6th. 7th. 8th. 9th. 10th.
First ..... 6 15 16 16 44 54 56 61 72 75—75
Second ..... 2 9 9 11 29 31 32 32 32 38—38
Total 113

Time of game—Six hours and ten minutes.
Umpires—James Smith and W. E. Rackham.

On Saturday a match will be contested on the Hoboken Grounds between the Germantown Club, of Philadelphia, and the St. George's Club of New-York, the following being the St. George team: Messrs. Bance, Cashman, Bowman, Gibbes, Moeran, Giles, Jones, Marsh, Sleigh, Tee, and Soutter. On Wednesday, July 21, the St. George Club will play the Staten Island's second eleven at Hoboken, and on Monday, the 26th inst., the first eleven of the Staten Island Club will play their return match with the Manhattan Club at the Camp Washington Grounds.

BASE-BALL.

The second game of the championship series between the St. Louis (Brown Stockings) Club and the Atlantic Club, the latter of Brooklyn, was played yesterday afternoon on the Union Grounds in Brooklyn, E. D., and was a very closely contested and well played game, commencing at 4 P. M., with the St. Louis first at the bat. Some very good batting was done and the fielding on both sides was very effective. The only runs made were in the first three innings, the St. Louis making two and the Atlantics one.

ST. LOUIS.	R.	1B.	P.O.	A.	ATLANTIC.	R.	1B.	P.O.	A.
Chapman, r. f.	0	0	2	0	Fleet, 2d b.	0	0	1	1
Pearce, s. s.	1	2	2	0	Cassidy, 1st b.	0	0	14	0
Pike, c. f.	0	0	1	0	Moore, s. s.	0	0	1	4
Watt, l. f.	0	0	3	0	Boyd, r. f.	0	1	1	0
Hague, 3d b.	0	1	0	1	Pabor, l. f.	1	2	2	0
Bradley, p.	0	0	1	3	Nichols, 3d b.	0	1	0	3
Battin, 2d b.	0	1	1	0	Knowdell, c.	0	0	4	0
Dehlman, 1st b.	0	0	8	0	Clinton, p.	0	0	1	6
Miller, c.	0	0	6	0	McGee, c. f.	0	0	3	0
Total	2	7	27	4	Total	1	6	27	14

INNINGS.

	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	
St. Louis	1	1	0	0	0	0	0	0	0	0—2
Atlantic	0	1	0	0	0	0	0	0	0	0—1

Umpire—Mr. William McLean, of Philadelphia.
Time of game—Two hours.
First base by errors—St. Louis, 3; Atlantic, 1.
Runs earned—St Louis, 0; Atlantic, 1.

This afternoon, at 3:30 P. M., the St. Louis Club will play another game with the Mutuals.

There will be a game on the Capitoline Grounds this afternoon between the amateur Mutual Club, of Meadville, Penn., and the Chelsea Club, of Brooklyn.

On Saturday afternoon next the Concord and Nameless Clubs, both of Brooklyn, will play on the Prospect Park Ball Grounds, in Brooklyn.

Yesterday a very fine game of ball was played on the old St. George's Cricket Grounds, Jersey City Heights, in the presence of about 400 persons, between the Mohawk Club, of Jersey City, and the Silver Star Club, of this City. This was the first amateur championship game of the season played between these clubs, and it proved to be a closely contested one. The Mohawks, however, won the game by a score of ten to eight. Following is the score by innings:

	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.
Mohawks	0	0	5	0	0	4	1	0	—10
Silver Star	0	1	2	0	2	3	0	0	—8

Yesterday the Hoboken nine played a very strong field nine on the Elysian Fields, Hoboken, in the presence of about 2,000 persons. The playing of each club was very fine, but the field nine proved to be the stronger, and won the game. Following is the score by innings:

	1st.	2d.	3d.	4th.	5th.	6th.	
Field Nine	1	3	2	1	1	5	—13
Hoboken	2	2	1	1	2	0	—8

A game of base-ball was played at Boston yesterday between the Boston and Chicago Clubs. It resulted as follows: Bostons, 8; Chicagos, 7.

A FOOT-RACE AT STAMFORD, CONN.

The 200-yard foot-race, for $250, between James Calhoun, of this City, and Stephen W. Parrett, of Springfield, Mass., took place at Stamford, Conn., yesterday. Calhoun was the favorite, and up to the time appointed for the start his friends backed him at $100 to $80. At the start Calhoun bounded away with the lead amid the cheers of his excited friends. Parrett was close at his heels, and it was a very exciting race for twenty-five yards, when Parrett came up with his opponent. The men increased their speed, running side by side until seventy-five yards of the distance had been covered, when Calhoun again showed in front. At 100 yards they were on even terms, but then Calhoun began to waver, and amid loud cheers Parrett for the first time went to the front. At 150 yards Calhoun put on a tremendous spurt, passed Parrett, and amid the shouts of his friends dashed across the line *five inches* ahead, and fell exhausted. Mr. S. Perry, Parrett's judge, claimed the race was a dead heat, while Mr. Townsend (Calhoun's judge) claimed the race. The judges being unable to agree, the referee declared Calhoun the winner. The decision did not suit all, but it was a just one. The distance was run in 23¼ seconds.

THE NEW-YORK AND LONG ISLAND CITY BRIDGE COMPANY.

The adjourned meeting of this company took place at their temporary offices, the Metropolitan Insurance Company, corner of Pine and Broadway, when the following organization was effected:

President—William Steinway.
Vice President—Archibald M. Bliss.
Secretary—R. M. C. Graham.
Treasurer—Edward J. Woolsey.
Executive Committee—Charles W. Rogers, John T. Conover, Paschal W. Turner, Herman C. Poppenhusen, and Willy Wallach.
Finance Committee—Abraham D. Ditman and Oscar Zollicoffer.
Auditing Committee—Charles A. Trowbridge and Pliny Freeman.

The meeting adjourned to the second Wednesday in August.

CITY AND SUBURBAN NEWS.

NEW-YORK.

The suspension of the firm of Smith & Seaver was announced at the Stock Exchange yesterday.

President Matsell presided at the Police trials yesterday, and heard evidence in forty-six complaints against delinquent policemen.

The Cunard steam-ship Algeria, which left Liverpool on July 3 and Queenstown on July 4, reached this port early yesterday morning, with mail news later by two days.

John Sullivan, aged thirty-nine, of No. 1 Congress street, while at work at No. 147 West Thirty-second street, yesterday, fell from the fourth to the first story and was seriously injured.

Mary Duffy, aged thirty, of No. 9 Mulberry street, attempted to commit suicide by jumping overboard at Pier No. 21, East River. She was rescued and locked up at the New Street Police Station.

Mayor Wickham has signed the ordinance, introduced by Mr. Morris in the Board of Aldermen, allowing cartmen to load and unload goods on the sidewalks in streets where the City railroad tracks are close to the curbs.

The Knickerbocker Grange, No.